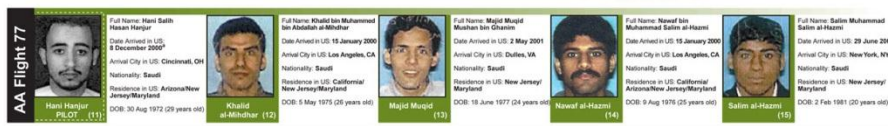




Peddling Power Part 7



On November 5, 2001, [redacted] provided the following information:

[redacted] Aviation Safety Inspector, Federal Aviation Administration, Flight Standards Certificate Management Office, who is also a flight instructor, asserted the AST-300 is considered a training device that can improve a pilot's instrument skills. [redacted] further stated in his opinion based on the information he read or is aware of, the hijackers were not as skilled as professional airline pilots. Once the hijackers took over control of the aircraft, the hijackers may have been skilled enough to alter the aircraft's flight path through the on-board computers. A more likely scenario, however, a flight crew member was compelled to initially alter the aircraft's flight path to its ultimate destination. However, at some point, [redacted] believes the hijackers would have had to take control of the aircraft manually as they approached their targets. It is [redacted] opinion, that it would be very difficult, if not, impossible, and require a lot of skill and training to maneuver an aircraft solely through the on-board computers into such objects as the Twin Towers or the Pentagon. However, manually, the aircraft can be flown at the control and direction of the pilot who possesses some flying skills.



Figure 1.2 Aircraft impact

18

Fair Use

This work may contain copyrighted material the use of which has not always been specifically authorized by the copyright owner. We are making such material available in our efforts to advance understanding of criminal justice, political, human rights, economic, democracy, scientific, and social justice issues, etc. We believe this constitutes a "fair use" of any such copyrighted material as provided for in section 107 of the US Copyright Law. In accordance with Title 17 USC Section 107, this material is distributed without profit to those who have expressed a prior interest in receiving the included information for research and educational purposes. For more information see footnote. ¹ If you wish to use copyrighted material from this work for purposes of your own that go beyond "fair use" you must obtain permission from the copyright owner.

Because of the dynamic nature of the Internet, any Web addresses or links contained in this work may have changed since writing the material and may no longer be valid. Should this circumstance arise, please see footnote. ²

¹ [<http://www.law.cornell.edu/uscode/17/107.shtml>]

² Dead links, as they are termed, may be unearthed at [www.archive.org] and/or [<http://wayback.archive.org/web/>]

I

Reports Of Flight AA77

“Hanjour struggled with the instrument rating; eventually passed his commercial pilot certification with the FAA. He had initially failed it once for his English was extremely weak, and it is believed that he wanted to become a Saudi Arabian airlines pilot.”

—Lotfi Raissi
FBI Summary (April 4, 2004)

American Airline 77 was a Boeing 757-200, with customer code 757-223 and registration (tail) number: N644AA. The aircraft departed from Washington Dulles Airport at 08:10 a.m. according to FBI reports.

The Bureau of Transportation Statistics (BTS) reports the aircraft should have departed at 08:10 a.m. but it was cancelled with a scheduled elapse time of 326 minutes: A total of 5 hours and 26 minutes with no wheels-off time. (See sheet 1 and 2 below). Furthermore, an FAA Accident Report has never been release for this particular flight.

Sheet 1.

Detailed Statistics Departures						
Airport: Washington-Arlington-Alexandria, DC-VA-MD-WV - Dulles International (IAD)						
Airline: American Airlines (AA)						
Month(s): September						
Day(s): 11						
Year(s): 2001						
NOTE: A complete listing of airline and airport abbreviations is available. Times are reported in local time using a 24 hour clock.						
Carrier Code	Date (MM/DD/YYYY)	Flight Number	Tail Number	Destination Airport	Scheduled Departure Time	Actual Departure Time
AA	09/11/2001	75	UNKNOWN	LAX	18:00	00:00
AA	09/11/2001	77	UNKNOWN	LAX	08:10	00:00
AA	09/11/2001	135	UNKNOWN	LAX	11:15	00:00
AA	09/11/2001	143	UNKNOWN	LAX	15:00	00:00
AA	09/11/2001	371	UNKNOWN	DFW	16:10	00:00
AA	09/11/2001	397	UNKNOWN	DFW	12:55	00:00
AA	09/11/2001	510	UNKNOWN	DFW	17:51	00:00
AA	09/11/2001	573	UNKNOWN	DFW	09:23	00:00
AA	09/11/2001	599	N871AA	DFW	07:56	07:49
AA	09/11/2001	771	N3BFAA	SJU	07:00	06:57
AA	09/11/2001	975	N3CAAA	MIA	07:34	07:34
AA	09/11/2001	1,217	N2ANAA	ORD	06:25	06:26
AA	09/11/2001	1,223	UNKNOWN	ORD	09:45	00:00
AA	09/11/2001	1,229	UNKNOWN	ORD	13:25	00:00
AA	09/11/2001	1,247	UNKNOWN	ORD	20:21	00:00
AA	09/11/2001	1,309	UNKNOWN	DFW	14:20	00:00
AA	09/11/2001	1,319	UNKNOWN	DFW	19:32	00:00
AA	09/11/2001	1,361	N493AA	DFW	06:15	06:17
AA	09/11/2001	1,787	UNKNOWN	ORD	16:55	00:00

Bureau of Transportation Statistics (BTS)
Flight AA77: September 11, 2001

Sheet 2.

Actual Elapsed Time (Minutes)	Departure Delay (Minutes)	Wheels-off Time	Taxi-out Time (Minutes)	Delay Carrier (Minutes)	Actual Elapsed Time (Minutes)
0	0 00:00	0 00:00	0 N/A		0
0	0 00:00	0 00:00	0 N/A		0
0	0 00:00	0 00:00	0 N/A		0
0	0 00:00	0 00:00	0 N/A		0
0	0 00:00	0 00:00	0 N/A		0
0	0 00:00	0 00:00	0 N/A		0
0	0 00:00	0 00:00	0 N/A		0
0	0 00:00	0 00:00	0 N/A		0
254	-7 07:59		10 N/A		-268
220	-3 07:10		13 N/A		-226
168	0 07:51		17 N/A		-168
104	1 06:33		7 N/A		-102
0	0 00:00		0 N/A		0
0	0 00:00		0 N/A		0
0	0 00:00		0 N/A		0
0	0 00:00		0 N/A		0
0	0 00:00		0 N/A		0
0	0 00:00		0 N/A		0
181	2 06:26		9 N/A		-177
0	0 00:00		0 N/A		0

Bureau of Transportation Statistics (BTS) Flight AA77: September 11, 2001

The following documents pertain to the people on board Flight AA77; they consist of the flight manifest,³ the passenger list, the boarding list, and the non-show list. These documents are all that is needed to identify who was and who was not on board this aircraft.

Passenger List Released (by the FBI)

This list assists ticket controllers to identify who bought an airline ticket and should check in with luggage at the ticket desk to receive their boarding pass and consequently be put on the flight manifest list with an assigned seat location.

American Airlines Flight #77		SEAT	PASSENGER
BOEING 737			
			
ZONE A - FIRST 22 SEATS		ZONE B - ECONOMY 154 SEATS	
SEAT	PASSENGER	SEAT	PASSENGER
5E	Alhazmi, Nawaf	27C	Debeauxne, James
5F	Alhazmi, Salem	27A	Dickens, Rodney
12B	Almihdhar, Khalid	5B	Dillard, Eddie
17A	Ambrose, Paul	9C	Droz III, Charles A.
15A	Betru, Yvonne	22F	Edwards, Barbara
1E	Booth, Mary Jane	23A	Falkenberg, Charles
20E	Brown II, Bernard	23C	Falkenberg, Dana
	Burlingame III, Charles	23B	Falkenberg, Zoe
4E	Calley, Suzanne M.	26D	Ferguson, James J.
10A	Caswell, William E.	22E	Flagg, Darlene
	Charlebois, David	22D	Flagg, Wilson
25D	Clark, Sarah	3B	Gabriel, Richard
25E	Cotton, Asia	6F	Gray, Ian
5A	Hall, Stanley	21F	Jack, Bryan
1B	Hanjour, Hari	2E	Jacoby, Steven
	Heidenberger, Michele	26F	Judge, Ann C.
	Keller, Chandler	18F	Keller, Chandler
	Kennedy, Yvonne	21C	Kennedy, Yvonne
	Khan, Norma	21A	Khan, Norma
	Kincaid, Karen	15D	Kincaid, Karen
	Lee, Dong	13F	Lee, Dong
	Lewis, Jennifer		Lewis, Jennifer
	Lewis, Kenneth		Lewis, Kenneth
	May, Renee	24F	May, Renee
	Menchaca, Dora	12A	Moged, Majed
	Moqad, Majed	6E	Newton, Christopher
	Olson, Barbara	3E	Olson, Barbara
	Omedo, Ruben	13A	Omedo, Ruben
	Penninger, Robert	14C	Penninger, Robert
	Ploger III, Robert	2B	Ploger III, Robert
	Ploger, Zandra	2A	Ploger, Zandra
	Raines, Lisa	13D	Raines, Lisa
	Reuben, Todd	13C	Reuben, Todd
	Sammartino, John P.	22C	Sammartino, John P.
	Simmons, Diane	18A	Simmons, Diane
	Simmons, Jr., George	18C	Simmons, Jr., George
	Soppe, Mari-Rae	20D	Soppe, Mari-Rae
	Speisman, Robert	4B	Speisman, Robert
	Steuere, Norma Lang	19D	Steuere, Norma Lang
	Taylor, Hilka	20F	Taylor, Hilka
	Taylor, Leonard	24C	Taylor, Leonard
	Teague, Sandra	12F	Teague, Sandra
	Whittington, Leslie	23D	Whittington, Leslie
	Yamnick, Sr., John D.	9D	Yamnick, Sr., John D.
	Yancy, Vicki	21D	Yancy, Vicki
	Yang, Shuyin	23E	Yang, Shuyin
	Zheng, Yuguang	23F	Zheng, Yuguang
6 Crew		53 Passenger	
		5 Hijacker	

On September 12, 2001, under the guidance of the FBI, the mainstream media release a passenger list of 58 individuals (alleged hijackers included).

This had the *Washington Post* note: "Flight 77 unusually light on passengers this day." At a later date, the FBI releases another passenger list of 53, a crew list of 6, and 5 alleged hijackers: A total of 64 people on board AA77.

We do not know who or how many people actually checked in to received their ticket, boarding pass, and be assigned a seat location; the flight manifest and boarding list were never released.

³ A flight manifest is a list of passengers (or in the case of a cargo flight, parcels) and crew of an aircraft compiled before departure based on flight check-in information. It is securely guarded to protect passengers' privacy [http://en.wikipedia.org/wiki/Flight_manifest]

Passenger list (page 1)
Released by American Airlines via the FBI
Flight AA77
September 11, 2001

G*127/11SEP1AD/ON
AA 77 11SEP IAD D26 810A 757 ON LIST F15Y49

1	HANJOUR	HANI	F	LAX	1E-F	RB	SC	LF	CLUE	TKT
2	FOOTH	MO	F	LAX	1E-F	Q	DE	SC	LF	ET
3	FLODER	ZANDR	AB2	1	LAX	2A-F	MB	DE	SC	LF
4	FLODER	RODER	AB2	2	LAX	2E-F	MB	DE	SC	LF
5	JACOBY	STEVE	X	LAX	2E-F	2	SC	LF	CLUB	FL
6	DARTEL	RICHA	A	LAX	3A-F	1	DE	EOB	SC	LF
7	DUSON	BARBA	X	LAX	3E-F	MB	SC	LF	CLUB	AG
8	SFEISMAN	ROBER	X	LAX	4E-F	1	SC	LF	ADM	CLUB
9	CALLEY	SUZAN	X	LAX	4E-F	MB	DE	SC	LF	ADM
10	HALL	STANL	X	LAX	5A-F	MB	SC	LF	CLUB	EP
11	DILLARD	EDDIE	F	LAX	5E-F	0	SC	LF	ET	EAFL
12	ALHAZMI	NAKAF	F	LAX	5E-F	MB	DE	SC	LF	CLUE
13	ALHAZMI	SALEM	F	LAX	5F-F	2	DE	SC	LF	CLUE
14	MEKTON	CHRIS	X	LAX	6E-F	2	SC	LF	ADM	CLUE
15	GRAY	IAN	X	LAX	6F-F	1	SC	LF	ADM	CLUE
16	DROZ	CHARL	E	LAX	9C-F	MB	SC	LF	EP	ET
17	YAKNICKY	JOHN	V	LAX	9D-F	1	SC	LF	PL	ET
18	CASWELL	MILLI	N	LAX	10A-F	0	SC	LF	AD	TKT
19	MOROD	MAJED	AC2	0	LAX	12A-F	1	SC	LF	ET
20	ALMIDHAR	MHALI	AC2	3	LAX	12B-F	MB	SC	LF	AD
21	TEAGUE	SANDS	X	LAX	12F-F	1	DE	EOE	SC	LF
22	ORMEDO	FUEEN	E	LAX	13A-F	MB	SC	LF	PL	ET
23	REUBEN	TODD	V	LAX	13C-F	0	SC	LF	AD	TKT
24	RAINES	LISA	E	LAX	13D-F	MB	DE	SC	LF	TKT

Passenger list (page 2)
Released by American Airlines via the FBI
Flight AA77
September 11, 2001

PNR	LASTNAME	FIRSTNAME	FL	CLASS	FARE BASIS	ORIGIN	DESTINATION	STATUS
27	EETRU	YEKEN	H	LAX 15A-F	1	DE	SC I AD	ET
28	KINCAID	YAREN	U	LAX 15D-F	N3	SC	LF AD TKT	
29	AKERDSE	FAUL	L	LAX 17D-F	0	SC	LF ET	
30	SIMMONS	DIANE AH2	L	LAX 18A-F	3	03	SC LF AD	TKT
31	SIMMONS	GEORG AH2	L	LAX 18C-F	N3	09	SC LF AD	TKT
32	KELLER	CHAND	Y	LAX 18F-F	0	SC	LF AD ET	
33	LANGSTEUEF	NORMA	T	LAX 19D-F	2	0E	QDE SC LF	TKT
34	SQPPER	KAFIA	N	LAX 20D-F	3	0E	SC LF AD	ET ETC
35	BROWN	BERNA AG2	N	LAX 20E-F	0	0E	SC LF TKT	
36	TAYLOR	HILDA AG2	N	LAX 20F-F	2	03	SC LF TKT	
37	KHAN	NORMA	U	LAX 21A-F	N3	0E	SC LF ET	
38	KENNEDY	YMS	K	LAX 21C-F	1	09	SC LF TKT	
39	VANCEY	VICKI	Y	LAX 21B-F	0	0E	SC LF ET	
40	JACK	JAYAN	Y	LAX 21F-F	N3	09	SC LF ET	
41	SAMMARTINO	JOHN	G	LAX 22C-F	0	SC	LF ADM CLUE	AD ET
42	FLAGG	EUDD AK3	Y	LAX 22D-E	0	SC	LF ET EMFL	
43	FLAGG	DEE AK3	Y	LAX 22E-E	N3	SC	LF ET EMFL	
44	EDWARDS	BABRA AK3	Y	LAX 22F-E	N3	SC	LF	
45	FALKENBERG	CHARL AI4	S	LAX 23A-F	3	09	ED3 SC LF	CS TKT ONE
46	FALKENBERG	ZOEMI AI4	S	LAX 23B-F	N3	09	ED3 SC LF	CS TKT ONE
47	FALKENBERG	DANAY AI4	S	LAX 23C-F	N3	09	ED3 SC LF	CS TKT ONE
48	WHITTINGTO	LESLI AI4	S	LAX 23D-F	N3	09	ED3 SC LF	CS TKT ONE
49	YANG	SHUYI AL2	N	LAX 23E-F	1	09	SC LF TKT	
50	ZHENG	YUGUA AL2	K	LAX 23F-F	N3	0E	SC LF TKT	
51	TAYLOR	LEONA	B	LAX 24C-F	0	SC	LF ADM CLUE	PL ET
52	MENCHACA	DORA	L	LAX 24F-S	0	SC	LF ADM CLUE	ET ET
53	CLARK	SARAH AE2	N	LAX 25D-F	2	09	SC LF TKT	
54	COTTON	ASIA AE2	N	LAX 25E-F	0	0E	SC LF TKT	
55	FERGUSON	JAMES	N	LAX 26D-F	1	09	SC LF AD	TKT
56	JUDGE	ANN	N	LAX 26F-F	1	03	SC LF AD	TKT
57	DICKENS	RODNE AF2	L	LAX 27A-F	0	09	SC LF TKT	
58	DEFEUNEURE	JAMES AF2	L	LAX 27C-F	2	0E	SC LF TKT	

FTX,FTX763F 0830 11-SEP-2001 70AAR06

Flight Manifest

Never released

This list verifies who checked in with luggage at the ticket desk, received their boarding pass and consequently was assigned a seat location on the airline.

Boarding List

Never released

This list assists in an investigation; it also assists the crew on board an aircraft showing who checked in with luggage at the ticket desk and received their boarding pass. The list also shows seat arrangement.

Non-show List

Released (by the NTSB)

This list assists in an investigation; it shows who did not check in with luggage at the ticket desk, did not receive a boarding pass, and was not assigned a seat on the aircraft. The non-show list of Flight AA77 was released on October 2, 2001, by the NTSB and given to the FBI to assist in their investigation. The list shows who bought a ticket but on September 11, 2001, did not check in with luggage at the ticket desk; did not receive a boarding pass; and, was not assigned a seat on the aircraft.

The document following, was titled "PENTTBOMB MC182 (OO:BS)," issued September 23, 2001, subsequent to an investigation conducted on September 17, 2001.

Non-show list for Flight AA77

AA Group - On List and Cancellations for Flight AA77

FLT	Date	Board Pt	Dest	Time Left	Time Arrived	Airline			
77	9/11/2001	IAD	LAX	8:10 AM	10:36 AM	AA			
Name	Seat	Notes	Confirmed	PNR	Lead #				
DELANEY, PAUL		CANCELLED RES - 5:08PM, 9/6/01		BUMJLU	FA-1				
		CANCELLED TO FLT 75 6P DEP 9/11; FLT 75 CANCELLED DUE TO NATL EMER; REBOOKED FOR 9/13/01							
LIU, NIN				JOBXNX	FA-1				
		CANCELLED RESERVATION - 8:21PM, 8/23/01							
HAVENNER, THOMAS		(SEAT 14D) CANCELLED RESERVATION - 7:10A, 9/11/01		JUJTK	FA-1				
		SEE REC 3/THIS PNR CANCEL AA 135 9/11/01 IADLAX 11:15A-1:40P; SEE REC 4/THIS PNR REBOOKED AA 77 9/12/01							
		IADLAX 8:10A-10:35A							
KHAN, NORMA C				RKAEFL	FA-1				
		CANCELLED RESERVATION - 11:29AM, 8/19/01							
HURWITZ, MARK		(SEAT 18C)		WHPSSU	FA-1				
		CANCELLED RESERVATION - 2:52PM, 8/27/01							
JOHNSON, CLIFFORD		(SEAT 21D) - FF AA 0211CU2		CSMPKJ	FA-1				
		CANCELLED RESERVATION - 4:24PM, 9/10/01							
KHAN, NORMA C				XCKEVF	FA-1				
		CANCELLED RESERVATION - 4:10PM, 8/8/01							
GRAY, IAN				IMDYCR	FA-1				
		CANCELLED RESERVATION - 9:43AM, 8/1/01							
WHITTINGTON, LESLIE				BJKWMN	FA-1				
		CANCELLED RESERVATION - 3:16PM, 7/16/01							
FALKENBERG, ZOE				BJKWMN	FA-1				
		CANCELLED RESERVATION - 3:16PM, 7/16/01							
FALKENBERG, DANA				BJKWMN	FA-1				
		CANCELLED RESERVATION - 3:16PM, 7/16/01							
FALKENBERG, CHARLES				BJKWMN	FA-1				
		CANCELLED RESERVATION - 3:16PM, 7/16/01							
EBRAHIMIAN, LEILA				DXWWDK	FA-1				
		CANCELLED RESERVATION - 6:02A, 7/17/01							
HURWITZ, JOSETTE		(SEAT 18D)		WHPSSU	FA-1				
		CANCELLED RESERVATION - 2:52PM, 8/27/01							
BENJAMIN, DAVID		FF AA 88NM322		BYCRGK	FA-1				
		CANCELLED RESERVATION - 1:04PM, 9/6/01							
KIM, BYUNG SOO		MR		DCH2TF	FA-1				
		CANCELLED RESERVATION - 12:04AM, 8/10/01							
HUPART, SAM		(SEAT 21D) CANCELLED RESERVATION - 4:23PM, 8/28/01		GTLBDW	FA-1				
		SEE AA 135 9/10/01 IADLAX 11:15A-1:40P; REC 1 OF THIS PNR							
KLEMOW, MARVIN				GBNSRO	FA-1				
		CANCELLED RESERVATION - 1:56PM, 8/28/01							

Tuesday, October 02, 2001 1:35 PM

Page 11 of 17

000000090

REQ. #29-1

AA Group - On List and Cancellations for Flight AA 77

FLT	Date	Board Pt	Dest	Time Left	Time Arrived	Airline			
77	9/11/2001	IAD	LAX	8:10 AM	10:36 AM	AA			
Name	Seat	Notes	Confirmed	PNR	Lead #				
MIKULES, CAROL		(SEAT 5B) - FF R9H7600 CANCELLED RESERVATION - 12:54PM, 9/10/01		IGERZT	FA-1				
YANG, SHUYIN		CANCELLED RESERVATION - 5:03PM, 9/11/01		BLMKFF	FA-1				
YANG, YUGUANG		CANCELLED RESERVATION - 5:03PM, 9/11/01		BLMKFF	FA-1				
TURKEWITZ, NEIL		(SEAT 13C) - FF K585680 CANCELLED RESERVATION - 11:30AM, 9/5/01		DHDEJA	FA-1				
NO NAME	SEAT 24B	NO NAMES LISTED - NATL GEOGRAPHIC GROUP - INDICATES CANCELLED RESERVATION		JZGOCW	FA-1				
NO NAME	SEAT 24C	NO NAMES LISTED - NATL GEOGRAPHIC GROUP - INDICATES CANCELLED RESERVATION		JZGOCW	FA-1				
MATTHEWS, MARK		(SEAT 13C) - FF 51D75C8 CANCELLED RESERVATION - 10:47AM, 8/20/01		QNH8WAX	FA-1				
NO NAME	SEAT 24D	NO NAMES LISTED - NATL GEOGRAPHIC GROUP - INDICATES CANCELLED RESERVATION		JZGOCW	FA-1				
NO NAME	SEAT 25C	NO NAMES LISTED - NATL GEOGRAPHIC GROUP - INDICATES CANCELLED RESERVATION		JZGOCW	FA-1				
NO NAME	SEAT 24F	NO NAMES LISTED - NATL GEOGRAPHIC GROUP - INDICATES CANCELLED RESERVATION		JZGOCW	FA-1				
KARP, DAVID		CANCELLED RESERVATION - 2:58PM, 4/25/01		TSLSPE	FA-1				
BALDINO, GINA MARIE		CANCELLED RESERVATION - 2:58PM, 4/25/01		TSLSPE	FA-1				
NO NAME	SEAT 25A	NO NAMES LISTED - NATL GEOGRAPHIC GROUP - INDICATES CANCELLED RESERVATION		JZGOCW	FA-1				
NO NAME	SEAT 24E	NO NAMES LISTED - NATL GEOGRAPHIC GROUP - INDICATES CANCELLED RESERVATION		JZGOCW	FA-1				
NO NAME	SEAT 25B	NO NAMES LISTED - NATL GEOGRAPHIC GROUP - INDICATES CANCELLED RESERVATION		JZGOCW	FA-1				
ALHAZMI, NAWAF		CANCELLED RESERVATION 10:38PM 8/27/01 CC DECLINED; REBOOKED ON GMSVFH	YES	EYHSOD	FA-1				
NO NAME	SEAT 25D	NO NAMES LISTED - NATL GEOGRAPHIC GROUP - INDICATES CANCELLED RESERVATION		JZGOCW	FA-1				
ALHAZMI, SALEM		CANCELLED RESERVATION 10:38PM 8/27/01 CC DECLINED; REBOOKED ON GMSVFH	YES	EYHSOD	FA-1				

Tuesday, October 02, 2001, 1:35 PM

Page 13 of 17

0000000092

REQ. #29-1

From the five alleged hijackers on Flight AA77, only two have been reported still alive, those being Salem al-Hamzi who cancelled his flight according to the above cancellation list, and Khalid al-Mihdhar. Another alleged hijacker who cancelled his flight was Nawaf al-Hazmi, again according to the above cancellation list. However, the latter has not been reported alive after the attacks.

II

DNA Tests & Passengers

“Questions are being asked as to how incorrect information was given out regarding the ID cards of the suspects, and the seat numbers they supposedly occupied after boarding the flights.”

—*The Portugal News*: “September 11 - US Government accused.”
March 8, 2002

“Although I didn’t immediately notice his name on the list, one of my high school buddies, Bob Speisman, was also a passenger on Flight 77.”

—George Tenet
(CIA Director in 2001) ⁴

Dr. Thomas R. Olmsted, an ex-Naval Line Officer and a psychiatrist in private practice in New Orleans, after hearing no Arabic sounding names were to be found on any of the flight manifests of the planes involved in the September attacks, decided to send a Freedom of Information Act (FOIA) request to the Armed Forces Institute of Pathology (AFIP) on April 3, 2002. The request was for a list of autopsied individuals from Flight AA77, by the Armed Forces Institute of Pathology.

On June 29, 2003, (14 months later) Dr. Olmsted receives a response, with a cover letter (given below), and two sheets of listed names. As seen in the cover letter, only “58 victims of AA flight 77” were identified at the Armed Forces Institute of Pathology. No reference from the acting officer, Bonnie Short who signed the letter, as to the 6 out of 64 individuals missing from the autopsy list. Following is a table of those autopsied including all passengers on board the flight.

⁴ George Tenet “At the center of the storm: My Years at the CIA.” P. 168, HarperCollins. (2007).



DEPARTMENT OF DEFENSE
ARMED FORCES INSTITUTE OF PATHOLOGY
WASHINGTON, DC 20306-6000
June 20, 2003



REPLY TO
ATTENTION OF

FOIA/Privacy Act Officer

Thomas R. Olmsted, MD
101 Glenwood Avenue
Harahan, LA 70123

Dear Dr. Olmsted:

This is in response to your Freedom of Information Act request, dated April 3, 2002, in which you requested copies of the final list of bodies identified by the Armed Forces Institute of Pathology, at the Pentagon crash of Flight 77 on September 11, 2001.

Attached file contains the names of the 58 victims of AA flight 77 that were identified here at the Armed Forces Institute of Pathology.

I trust this will be of assistance to you.

Sincerely,

BONNIE S. SHORT
FOIA/Privacy Act Officer

Encl

Printed on Recycled Paper

**Passenger & Autopsy List of Flight AA77
September 11, 2001**

NAME	AUTOPSY	SEAT #	OCCUPATION	COMMENTS
Burlingame Charles	✓	Pilot	<p>Aeronautical engineer, and a former Navy fighter pilot graduating from the Naval Academy and the Navy's Top Gun fighter pilot school in Miramar, California. After leaving the Navy, he was hired by American Airlines in 1989.</p> <p><u>Pentagon</u> "One of the true ironies of this crash is that it was into the Pentagon, where he worked for many years as a naval reserve officer," said Burlingame's brother. "The people that perished in that crash could very well have been friends and colleagues of his."</p>	<p>"Army officials relented on Friday and offered a separate Arlington National Cemetery burial for Charles Frank Burlingame III, pilot of the hijacked jet that crashed into the Pentagon. Burlingame, 51, of Herndon, Va., was initially denied his own grave at Arlington because he died before 60, the eligibility age for reservists." --USA TODAY (December 7, 2001)</p>
Charleboise David	✓	Co-pilot	<p>Corporate pilot, he began his career as a commercial pilot, first with US Air and then, for ten years, with American Airlines.</p>	<p>"Member of the National Gay Pilots Association survived by Tom Hay, his partner of almost thirteen years." -- WASHINGTON BLADE</p> <p><u>U.S. foreign service</u> His father was a U.S. foreign service officer.</p>
Heidenberger Michelle	✓	Crew	Flight Attendant.	Trained in 1996 in hijackings.
Lewis Jennifer	✓	Crew	Flight Attendant.	
Lewis Kenneth	✓	Crew	Flight Attendant.	

*Passenger & Autopsy List of Flight AA77
September 11, 2001
Cont'd*

NAME	AUTOPSY	SEAT #	OCCUPATION	COMMENTS
May Renee	√	Crew	Flight Attendant.	According to May's mother, she received a phone call on Tuesday September 9, 2001, from her daughter after 06:00 a.m. telling her mother to call American Airlines to let them know <u>Flight AA77 had been hijacked by six individuals</u> who had moved them to the rear of the plane. The FBI emphatically state there were five alleged hijackers not six. <u>Army</u> Her fiancé was David Spivock who worked at the Walter Reed Army Medical Center (WRAMC).
Ambrose Paul	√	17D	Senior clinical adviser with the Office of the Surgeon General.	
Betru Yeneneh	√	15A	IPC's Medical Affairs Director since June of 2000.	
Booth Mary Jane	√	1E	Secretary for American Airline's general manager at Dulles International Airport.	
Brown Bernard	√	20E	Student at Leckie Elementary School in Washington.	<u>Pentagon</u> His father, Bernard Sr., is a Navy chief petty officer who works at the Pentagon in an office where the crash happened. Bernard Sr., took a rare day off to play golf on 9/11. Had he not, he would have been in his office at the Pentagon when the crash happened.
Calley Suzanne	√	4E	Employee at Strategic Alliances group at Cisco Systems Inc.	

NAME	AUTOPSY	SEAT #	OCCUPATION	COMMENTS
Caswell William	✓	10A	<u>Army</u> Senior scientist for the U.S. Navy, retired Army. In 1983, his career took an abrupt turn when he moved to the Naval Surface Weapons Center in Silver Spring (Maryland), to work on applying artificial Intelligence and nonlinear dynamics to signal processing problems. In 1985, he was invited by the navy to work as a civilian scientist on a major classified defense Technology project.	9/11 Victims Compensation Fund.
Clark Sarah	✓	25D	Sixth-grade teacher at Backus Middle School in Washington.	
Cottom Asia	✓	25E	Student at Leckie Elementary School in Washington.	<u>Government</u> Her mother Michelle was at her office in the Department of Agriculture, just across the Potomac river from the Pentagon.
Debeuneure James	✓	27C	Fifth-grade teacher at Ketcham Elementary School in Washington.	<u>Army</u> Also worked for the Charlotte Mecklenburg Board of Education, Celanese Corp., C & P Telephone, and the Army Times.
Dickens Rodney	✓	27A	Student at Ketcham Elementary School.	
Dillard Eddie	✓	5B	Retired Marketing Manager with Philip-Morris.	9/11 Victims Compensation Fund. Rosemary Dillard (spouse) was the American Airlines base manager at Reagan National Airport on 9/11.
Droz Charles	✓	9C	<u>Navy</u> Vice president of software development for EM Solutions Inc. and retired Lieutenant Commander, Navy.	He was given a full military burial at Arlington National Cemetery.

Passenger & Autopsy List of Flight AA77
Cont'd

NAME	AUTOPSY	SEAT #	OCCUPATION	COMMENTS
Edwards Barbara	√	22F	Clark County School District language instructor.	
Falkenberg Charles	√	23A	Director of research at ECOlogic Corp., a software engineering firm.	He helped develop software to evaluate the effects of the 1989 Exxon Valdez oil spill and was working on a project for NASA. The FAA has this person as a cancelled/non-show.
Falkenberg Zoe	√	23B		The FAA has this person as a cancelled/non-show.
Falkenberg Dana	X	23C		The FAA has this person as a cancelled/non-show.
Ferguson James	√	26D	Educational outreach director of the National Geographic Society.	Member of the gay community.
Flagg Darlene	√	22E	Teacher and artist.	
Flagg Wilson	√	22D	<u>Navy</u> U.S. Navy Admiral and pilot with American Airlines before his retirement.	<u>Pentagon</u> As a Naval Reserve officer, he commanded two F-8 squadrons and two augment units, U.S. Naval Air Forces Eastern Atlantic and Reserve Readiness Command Region Two. He served in the Pentagon as special assistant to the deputy assistant secretary of the Navy for reserve affairs and as assistant chief of Naval operations for air warfare. He also served as assistant chief of staff, readiness and training, on the staff of commander Naval Air Forces U.S. Atlantic Fleet, and as deputy for reserve affairs on the staff of commander in chief, U.S. Atlantic Fleet.
Gabriel Richard	√	3B	<u>Navy</u> Managing partner and co-founder of Stratin Consulting. And retired Marine Lieutenant.	

*Passenger & Autopsy List of Flight AA77
Cont'd*

NAME	AUTOPSY	SEAT #	OCCUPATION	COMMENTS
Gray Ian	√	6F	President of a health-care consulting firm: McBee Associates.	9/11 Victims Compensation Fund The FAA has this person as a cancelled/non-show.
Hall Stanley	√	5A	<u>Army</u> Director of program management at Raytheon, U.S. Army (Ret.)	On November 13, 2001, Army Brigadier General Edward M. Harrington, Director of the Defense Contract Management Agency, on the behalf of President Bush awarded the Defense of Freedom Medal to Stan Hall as well as 3 other Raytheon employees. The medal was to recognize civilian Department of Defense employees killed September 11, 2001. It is the equivalent to the Purple Heart for civilians.
Jack Bryan	√	21F	<u>Pentagon</u> On September 10, 2001, one day before the Pentagon disaster, Secretary of Defense Donald Rumsfeld announces \$2.3 trillion had gone missing from the defense budget. On board Flight AA77 was passenger Bryan Jack, aged 48, of Alexandria (Virginia). Bryan Jack is probably the only passenger on this flight closely connected with the scandal of the Defense Department's missing trillions, who worked at the Pentagon as a senior executive. His responsibilities as budget analyst and director were toward the programming and fiscal economics division within the Defense Department at the Pentagon. As head of programming and fiscal economics in the Office of the Secretary of Defense, he was a top budget analyst who had worked at the Pentagon for twenty-three years.	According to Bryan Jack's father, on the morning of the attack at the Pentagon, his son boarded Flight AA77 and headed to California to give a lecture at the Naval Postgraduate School. "There are things you can't explain," his father noted. "It's ironic that this is the way it happened, but it's the way it happened." An article found its way into the <i>Los Angeles Times</i> by reporter W.J. Hennigan. The article notes a project, which has an "estimated \$55-billion contract" with Boeing, that provided work for Southern California's aerospace industry. This is the identical Southern California's aerospace industry Bryan Jack was to give a lecture at (Naval Postgraduate School) on the morning of 9/11.

*Passenger & Autopsy List of Flight AA77
Cont'd*

NAME	AUTOPSY	SEAT #	OCCUPATION	COMMENTS
Jacoby Steven	✓	2E	Chief operating officer of Metrocall Inc., a wireless data and messaging company.	
Judge Ann	✓	26F	Manager of the National Geographic Society travel office in Washington.	
Keller Chandler	✓	18F	A lead Propulsion Engineer and a Project Manager with Boeing Satellite Systems.	
Kennedy Yvonne	✓	21C	Employee of the Australian Red Cross before her retirement.	
Khan Norma	✓	21A	Manager of member services with Plumbing-Heating-Cooling Contractors-National Association.	The FAA has this person as a cancelled/non-show; furthermore, their list has two individuals with this same name.
Kincaid Karen	✓	15D	Senior Attorney-Advisor for the Private Radio Bureau, at the Federal Communications Commission from 1989 to 1993.	
Lee Dong	✓	13F	<u>NSA</u> Engineer/scientist for the Integrated Defense Systems at Boeing.	He worked in the U.S. Air Force for four years and for the National Security Agency (NSA) for 14 years.
Menchaca Dora	✓	24F	Associate director of clinical research at Amgen Inc.	
Newton Christopher	✓	6E	President and chief executive for Work Life Benefits of Cypress, California.	
Olson Barbara	✓	3E	<u>Government</u> Legal analyst and former federal prosecutor and congressional lawyer, a conservative commentator who often appeared on CNN, and was married to U.S. Solicitor General Theodore Olson.	
Ornedo Ruben	✓	13A	Lead engineer for Boeing Satellite Systems of El Segundo, California.	
Penninger Robert	✓	14C	Electrical engineer with BAE Systems.	

*Passenger & Autopsy List of Flight AA77
Cont'd*

NAME	AUTOPSY	SEAT #	OCCUPATION	COMMENTS
Ploger Robert	✓	2B	Army Software architect with Lockheed Martin Corp., U.S. Army (Ret.).	He helped develop the ARPANET a large wide area network created by the United States Defense Advanced Research Project Agency (ARPA).
Ploger Zandra	✓	2A	Housewife.	
Raines Lisa	✓	13D	Government Senior vice president for government relations at the Washington office of Genzyme, a biotechnology firm.	
Reuben Todd	✓	13C	Tax and business lawyer at Venable LLP.	
Sammartino John	✓	22C	Navy Engineer at the Naval Research Lab and then worked 11 years at XonTech, a Rosslyn, Va., defense-related research and development firm.	9/11 Victims Compensation Fund
Simmons Diane	✓	18A	Retired sales representative of Xerox.	
Simmons George	✓	18C	Retired sales training manager for Xerox.	
Sopper Mari-Rae	✓	20D	Lawyer at Schmeltzer Aptaker & Shepardwas.	Pentagon Served at the Pentagon during her tenure in the Navy JAG Corps.
Speisman Robert	✓	4B	Executive vice president at Lazare Kaplan International in New York, a worldwide Diamond manufacturer.	“Although I didn’t immediately notice his name on the list, one of my high school buddies, Bob Speisman, was also a passenger on Flight 77.” —George Tenet (CIA Director in 2001) ¹ Was also a longtime companion of Jacqueline Kennedy Onassis.
Steuerle Norma	✓	19D	Clinical psychologist.	

¹ George Tenet “At the center of the storm: My Years at the CIA.” P. 168, HarperCollins. (2007).

NAME	AUTOPSY	SEAT #	OCCUPATION	COMMENTS
Taylor Hilda	✓	20F	Sixth grade teacher at Madeleine V. Leckie Elementary School.	
Taylor Leonard	✓	24C	Government Technical manager at XonTech Inc., a research and development firm specializing in sensor technologies for defense and industry.	
Teague Sandra	✓	12F	Physical therapist at Georgetown University Hospital.	
Whittington Leslie	✓	23D	Professor at Georgetown University in Washington.	The FAA has this person as a cancelled/non-show.
Yamnicky John	✓	9D	Navy Aeronautical engineer worked as a defense contractor for Veridian Corp and a retired Naval aviator.	
Yancey Vicki	✓	21D	Government Former naval electronics technician worked as a Department of Defense contractor with Vrendenburg Co. in Washington.	
Yang Shuyin	✓	23E	Retired pediatrician.	The FAA has this person as a cancelled/non-show.
Zheng Yuguag	✓	23F	Retired chemist.	
<i>Hijackers</i>				
Hanjour Hani	X	1B		
Alhazmi Nawaf	X	5E		The FAA has this person as a cancelled/non-show.
Alhazmi Salem	X	5F		The FAA has this person as a cancelled/non-show.
Moqed Majed	X	12A		
Almihdhar Khalid	X	12B		

As seen in the above table:

1. Six individuals are not autopsied; they are the five alleged hijackers and one passenger called Falkenberg Dana.

2. Nine individuals are cancelled/non-show according to the FAA and airline list given earlier. Two of these individuals are two alleged hijackers.

Falkenberg Charles (Worked for NASA)

Falkenberg Zoe (Spouse of Charles and mother of Dana)

Falkenberg Dana (Not autopsied)

Gray Ian (9/11 Victims Compensation Fund)

Khan Norma (Two Khan Normas on the FAA cancellation list)

Whittington Leslie (Professor)

Yang Shuyin (Doctor)

Alhazmi Nawaf (Alleged hijacker)

Alhazmi Salem (Alleged hijacker)

3. Five individuals either worked or had connections with the Pentagon.

Worked: **Burlingame Charles / Flagg Wilson / Jack Bryan / Sopper Mari-Rae**

Connection: **Brown Bernard**

4. One individual had an association with the US Foreign Service.

Connection: **Charleboise David**

5. Five individuals either worked or had connections with the US Army.

Worked: **Caswell William / Debeuneure James / Hall Stanley / Ploger Robert**

Connection: **May Renee**

6. Five individuals either worked or had connections with the US Government.

Worked: **Olson Barbara / Raines Lisa / Taylor Leonard / Yancey Vicki**

Connection: **Cottom Asia**

7. Five individuals either worked or had connections with the US Navy.

Worked: **Droz Charles / Flagg Wilson / Gabriel Richard / Sammartino John / Yamnicky John**

Connection:

8. Two individuals either worked or had connections with the NSA and/or NASA.

Worked: **Lee Dong / Falkenberg Charles**

The Armed Forces DNA Identification Laboratory (AFDIL) in Rockville, Maryland came out with an identification report on the victim remains of September 11. The report was titled

“Naming the Dead: Confronting the Realities of Rapid Identification of Degraded Skeletal Remains.” It was written by S.M. Edson, J.P. Ross, M.D. Coble, T.J. Parsons, and S.M. Barritt.¹ According to their report, as the DNA laboratory for the Armed Forces Medical Examiner System, and the contract they have with the National Transportation Safety Board (NTSB), being a partner with the Disaster Mortuary Operations Response Team (DMORT), they worked “to identify the victims and the terrorists from the September 11, 2001, attacks on the Pentagon and at Shanksville, PA. During this mission, the personnel and laboratory structure of AFDIL were completely reorganized for six weeks, and the entire staff worked seven days a week to lay these victims of terrorism to rest. As a result, remains were identified quickly and efficiently and returned to the families in as short a time as possible.”

For Flight AA77 involved in the Pentagon attack, the report concluded: “Nuclear DNA testing (along with dental records and fingerprints) of the remains from the victims aboard and within the Pentagon was useful for identifying 178 of the 183 victims. Five missing individuals (four within the Pentagon and one aboard the airplane) could not be identified due to lack of biological material from the crash. Five remaining nuclear STR profiles were obtained from the crash site that did not match any references for the victims. These profiles were thought to represent the terrorists aboard the flight.”

It is not clear if AFDIL actually identified all these samples to individuals, and only reported on “The DNA results strengthened the hypothesis that two of the terrorists were brothers, as indicated by other evidence. Two of the terrorist STR profiles aboard the AA Flight 77 gave a sibling index greater than 500.” In this case, the report talks about Nawaf al-Hazmi and Salem al-Hazmi, who we will meet further down.

What is not implicit, is that though the report came out in the *Forensic Science Review* in January 2004, well after the time of reports that alleged hijackers were turning up alive around the world, Salem al-Hazmi one of those still alive, this report specifically ties Nawaf al-Hazmi and Salem al-Hazmi with a maternal relationship from “Nuclear DNA testing (along with dental records and fingerprints) of the remains from the victims.” To add to this peculiarity, in the FBI Timeline of Nawaf al-Hazmi it shows he had cancelled his flight on September 11, 2001.

The report further explains that “A search of this Near Eastern database for the terrorist sequences revealed that 25 individuals matched the putative terrorist brothers (2.3%).” The FBI note that “human remains further identified as Males 1-5 ‘no name’ believed to be the human remains of the 5 hijackers” involved in the Pentagon attack were transported by FBI vehicle to the evidence control center at the Washington Field Office at 601 4th Street NW, Washington, D.C. “The remains were submitted as evidence at approximately 3:00 p.m. The remains were placed in a sealed freezer in the plastic containers provided by the Dover Port Mortuary. A receipt, copies of Public Health documents, and the DNA registry reports on the remains are attached hereto.” Whether this DNA registry report is identical to the one AFDIL produced is unclear.

¹ *Forensic Science Review*, Vol. Sixteen, Number One (January 2004).

III

Alleged Hijackers of Flight AA77

“Hanjour was very, very nervous inside the cockpit to the point where Hanjour was almost fearful.”

—Lotfi Raissi
FBI Summary (April 4, 2004)

Saudi Information Agency
Saudi Independent News

Search:

Arabic

Main
Exclusives
News
Special Series: Documents on Terror and Hate
Articles
Human Rights
SIA in the News

Site
Home
Subscribe/Unsubscribe
Contact Us
Privacy Policy
Terms of Use

Total Active visitor: 7

Profiles of 9/11 Saudi Hijackers Revealed

Profiles of 9/11 Saudi Hijackers Revealed
(WASHINGTON DC) September 11, 2002
The following has been compiled from articles in Saudi newspapers, and hijacker's friends.

Nawaf Al-Hazmi: 25 from Makkah. He left the Kingdom 4 years ago to Afghanistan. He is believed to be part of the recruiting group that attracted dozens of Saudi youths into Ben Laden network and the Chechnya war. He was trained in Afghanistan in AlFarooq camp in Khandhar, a camp used by Osama Ben Laden to train his followers. He was on American Airlines #77 that crashed into the Pentagon.

Salem (Salim) AlHazmi: 21 from the holy city of Makka, younger brother of Nawaf. He left with his brother Nawaf March 2000 to Afghanistan. He was on American Airlines #77 that crashed into the Pentagon.

Alhazmi family is a large family numbering over 5000 people. They live mostly in the Hijaz region, especially in Madina, Makkah and Jeddah. The family is part of Hareb tribal alliance, which includes AlAmri and other families.

Khalid AlMihdar: Believed to be 26 Saudi from Makkah. His family is originally from Yemen. He was on American Airlines #77 that crashed into the Pentagon.

Majid Mishaan Moqed (Al-Oufi) AlHarbi : 22, from Madina and a student at King Saud University in the capital Riyadh. The interior ministry shut down his funeral reception held by his family late September 2001. He was on American Airlines #77 that crashed into the Pentagon.

Hani Saleh Hasan Hanjour 29, from Taif (the western resort city) was working as a pilot for Emirates Airlines in the United Arab Emirates. His father was a contractor for Saudi Armed forces and died December 28th, 2001. He flew American Airlines #77 that crashed into Pentagon. He was the pilot of American Airlines #77 that crashed into the Pentagon.

Most if not all the suspects were trained in Khandhar, Afghanistan. Some of their training was shown in the famous Ben Laden videotape that was widely distributed in Kuwait and Saudi Arabia this summer. The tape showed masked men training on variety of military tactics used for assassinations, bombings and other non-conventional military skills. It's believed that some of the US attackers were shown on the tape.

Most of the attackers were students in government religious schools and universities. The mostly belong to the southern regions of AlBaha and Aseer, two of the most deprived areas in Saudi Arabia. Discrimination against that region is rampant in government allocations and projects.

Ben Laden supporters in the kingdom have been arrested but released quickly because many are relatives of Saudi officials.

1900 L Street, N.W. Suite No. 309, Washington, D.C. 20036 Phone : 202-466-2300 editor@arabianews.org

© Copyright, 2003-Saudi Information Agency All Rights Reserved. [Home](#) | [Subscribe](#) | [Contact Us](#) | [Privacy Policy](#) | [Terms of Use](#)

Two timelines and an FAA Staff Report will be used in this section. The first timeline is the FBI's "Hijackers Timeline (REDACTED)," published in February 1, 2007, and classified by "60324. AUC/BAW/CPB/YMW. Reason 1.4C." ² This timeline has been put together in chronological order, however, tends to confuse since all persons are added under a particular year. The second timeline issued by the 9/11 Commission reports each alleged hijacker in chronological order. Many gaps from the FBI's "Hijackers Timeline (REDACTED)" will be filled in by the 9/11 Commission Timeline. Finally, an FAA Staff Report will be followed to summarize the final days (September 10 and 11). This report was published in August 26, 2004.

Days after the attacks, two alleged hijackers from Flight AA77 were reported "still alive;" furthermore, one of the two cancelled his flight according to the cancellation list released on October 2, 2001, by the NTSB and given to the FBI to assist in their investigation. (See earlier) Another alleged hijacker who cancelled his flight was Nawaf al-Hazmi; however he has not been reported still alive after the attacks on September 11.



Hani Hanjour



Khalid al-Mihdhar
(*Reported still alive*)



Majed Moqed
(Driver's license
found at crash site)



Nawaf al-Hazmi
(*Reported still alive*)



Salem al-Hazmi

The Chicago Tribune

October 4, 2001

"I believe it's all just a mistake," said Khalid al-Mihdhar, who was watching TV while at home with his friends saw his photograph on the news and quickly called to prove he is still alive.

The Guardian: "Some government officials, speaking on condition of anonymity, said to be exploring various options. One of them is that al-Mihdhar has never entered the States and that his name was simply used as a pseudonym for one of the hijackers died. Another possibility is that al-Mihdhar has allowed his name to be used by another hijacker in order to pretend to be dead and thus gaining time to escape from the States. A third possibility is that it is actually a hijacker died in the crash.

The Telegraph

September 23, 2001

Mr. Al-Hazmi, 26, had just returned to his work in a petrochemical complex in the industrial city of Yanbou after a holiday in Saudi Arabia when the hijackers struck. He was accused of

² Will be declassified officially in February 1, 2032.

hijacking of AA-77, which hit the Pentagon. He said: "I've never gone in the U.S. and I never left Saudi Arabia in the last two years." The FBI described him as a twenty-one and had stated that his residence could be located in Fort Lee or Wayne, both in New Jersey.

*Fair Use: For more information see footnote. ³

9/11 Working-level Employee

The Hijackers and Their Visas

Last Name	First Name	DOB	POB	DOI	POI	Consul	Supervi
Al-Ghamdi	Ahmed Saleh	7/2/79	SARB	9/3/00	Jeddah		
Al-Ghamdi	Hamza	11/18/80	SARB	10/17/00	Riyadh		
<i>Al-Ghamdi</i>	<i>Saeed</i>	<i>11/21/79</i>	<i>SARB</i>	<i>9/4/00</i>	<i>Jeddah</i>		
Al-Ghamdi	Saeed	11/21/79	SARB	6/12/01	Jeddah		
Al-Hazmi	Nawaf	8/9/76	SARB	4/3/99	Jeddah		
Al-Hazmi	Salem	2/2/81	SARB	6/20/01	Jeddah		
Al-Haznawi	Ahmad	11/11/80	SARB	11/12/00	Jeddah		
<i>Al-Mihdhar</i>	<i>Khalid</i>	<i>5/16/75</i>	<i>SARB</i>	<i>4/7/99</i>	<i>Jeddah</i>		
Al-Mihdhar	Khalid	5/16/75	SARB	6/13/01	Jeddah		
<i>Al-Nami</i>	<i>Ahmad</i>	<i>12/7/77</i>	<i>SARB</i>	<i>10/28/00</i>	<i>Jeddah</i>		
Al-Nami	Ahmad	12/7/77	SARB	4/23/01	Jeddah		
Al-Omari	Abdul Aziz	5/28/79	SARB	6/18/01	Jeddah		
Al-Shehhi	Marwan Yousef	5/9/78	UAE	1/18/00	Dubai		
Al-Shehri	Mohand	5/7/79	SARB	10/23/00	Riyadh		
Al-Shehri	Wail Mohammad	7/31/73	SARB	10/24/00	Jeddah		
Al-Shehri	Waleed Mohammad	12/20/78	SARB	10/24/00	Jeddah		
Al-Suqami	Satam	6/28/76	SARB	11/21/00	Riyadh		
Atta	Mohamed	9/1/68	Egypt	5/18/00	Berlin		
Banihammad	Fayez Rashid	3/19/77	UAE	6/18/01	Abu Dhabi		
<i>Hanjour</i>	<i>Hani</i>	<i>8/30/72</i>	<i>SARB</i>	<i>11/2/97</i>	<i>Jeddah</i>		
Hanjour	Hani	8/30/72	SARB	9/25/00	Jeddah		
Jarrah	Ziad Samir	5/11/75	Lebanon	5/25/00	Berlin		
Moqed	Majed	6/18/77	SARB	11/20/00	Riyadh		

A line in italics represents the first of two visas

s:\9-11 visa inquiry rep. wolf\the hijackers and their visas.doc

9/11 Commission files

Hani Hanjour ⁴ was born in Taif, Saudi Arabia; his father was a contractor for the Saudi Armed Forces. ⁵ Hanjour is the only one out of the 19 alleged hijackers who travelled to the U.S. very early: His first arrival to Arizona was on October 3, 1991, via New York. On November 29 he issues a driver's license. On his later travels to the U.S. he issues on April 15, 1996, an ID Identification card in Florida.

On August 20, 1996, Hanjour completed an FAA physical and was then accepted into the Aeronautical Academy Airline Training Centre. On November 26, he leaves the U.S. from New York only to return the same month one year later in 1997 (actual day redacted). He was picked up at Orlando, Florida Airport (actual individual's name redacted), though it is believed, from

³ [http://www.law.cornell.edu/uscode/17/107.shtml]

⁴ Born August 30, 1972.

⁵ Died December 2001.

information on FBI declassified documents, that the individual was Saudi spy, Omar Ahmed al-Bayoumi. On al-Bayoumi's application for admission to a doctoral program at Case Western Reserve University, he stated he was employed by the Saudi Civil Aviation Administration (CAA) for 20 years and was the Assistant to the Director of Finance, Contracts and Finance Control Division, PCA, Airways Engineering of Dallah/AvcoTrans Arabia Company, which was under contract to the CAA to provide aircraft operations maintenance. "In 1995, Ercan Engineering, a San Diego subcontractor of Dallah/AvcoTrans was asked by the CAA to provide financial support to al-Bayoumi while he studied in the U.S. Ercan refused and was told its contract may be jeopardized as a result. Al-Bayoumi told NSY that the CAA pays him \$5,000 per month to study in England for his PhD. However, the Mabathith claims al-Bayoumi is financing his own education. In a 1998 letter to Case Western Reserve University, the Royal Embassy of Saudi Arabia, National Guard Office (WDC), claimed that al-Bayoumi was a candidate for a full scholarship from the government of Saudi Arabia." ⁶

~~SECRET~~

4. Witness Reports: Various SD witnesses have described Al-Bayoumi as "associated with the Saudi government" [redacted]; "a frequent traveler to Saudi Arabia" [redacted]; "member of the Aviation Board for Saudi Arabia" [redacted]; "having regular contact with the Saudi Arabian Consulate in LA" [redacted]; "making frequent trips to the Saudi Consulate during the six years he was known to live in San Diego" [redacted]; "working for the Saudi government to watch the actions of Saudis in the U.S." [redacted]; inquiring about the welfare of Saudi students in San Diego [redacted]; "on a scholarship and financially supported by the Saudi government" [redacted]; "having friends at the Saudi Consulate in LA" [redacted]; "a spy for the Saudi government" (hijacker Al-Hazmi as reported by Shaikh); "receiving support from the Saudi Arabian Government or Saudi Airlines" [redacted]; a reputed "Saudi Arabian intelligence officer" due to his prolific videotaping of services at the mosque (Abukar); "an engineer for the Saudi Arabian government" [redacted]; providing a \$500 check to the SD Kurdish Community Islamic Center drawn on the account of the Royal Embassy of Saudi Arabia [redacted]; considered by some in the community as "some type of intelligence agent for the Saudi Arabian government" [redacted] frequently traveling to the Los Angeles airport to drop off or pick up Saudis visiting southern California" [redacted] traveling to WDC every one to two months" to visit the civil aviation office of the Saudi Consulate on Wyoming Street in WDC [redacted] "disclosing to others at the Islamic Center that he has friends/contacts in the Saudi Consulate in LA" [redacted] a "ghost employee" of Dallah/Avco and one of "approximately 50 individuals carried on the books of Dallah and being paid for doing nothing" [redacted] "working for the Saudi Intelligence Service to report on dissident Saudis" [redacted]

(S) [redacted]
(S) [redacted]
(S) [redacted]
(S) [redacted]

b1
b2
b7D
b6
b7C

(S) [redacted]
[redacted]
[redacted]
[redacted]

~~SECRET~~

Extract from the report "Connections of San Diego PENTTBOMB Subjects to the Government of Saudi Arabia" released in April 25, 2006. ⁷

⁶ Connections of San Diego PENTTBOMB Subjects to the Government of Saudi Arabia, April 25, 2006.

⁷ Courtesy of [www.intelwire.com]

A *Fox News* investigation had identified the person referred to as “Shaikh” in the above extract to be Dr. Shaikh, an FBI informant. The links go even further, naming an al-Qa’ida leader, Anwar al-Awlaki, who dined at the Pentagon “just months after 9/11.” This report follows, published by *Fox News* on their Website on October 20, 2010.

Fox News Exclusive

Al-Qa’ida Leader Dined at the Pentagon Just Months after 9/11

Catherine Herridge

October 20, 2010

EXCLUSIVE: Al Qaeda Leader Dined at the Pentagon Just Months After 9/11 - FoxNews.com

Fox News Fox Business Small Business Center Fox News Radio Fox News Latino Fox Nation Register Login

FOX NEWS .com Fair & Balanced FULL COVERAGE It's All Your Money Rise of Freedom On the Job Hunt

ON AIR NOW America's News HQ Rick Folbaum & Jamie Colby 6p^{et} FOX NEWS SPECIAL FOX Report Weekend (cc) News "at the speed of LIVE!"... 7p^{et}

ANCHORS AND REPORTERS »

Home Video Politics U.S. Opinion Entertainment SciTech Health Leisure World Sports On Air

U.S. HOME Crime Economy Immigration Disasters National Interest Terror Military Religion Education Road to Recovery

TERROR

EXCLUSIVE: Al Qaeda Leader Dined at the Pentagon Just Months After 9/11

By Catherine Herridge
Published October 20, 2010 | FoxNews.com

Anwar Al-Awlaki may be the first American on the CIA's kill or capture list, but he was also a lunch guest of military brass at the Pentagon within months of the Sept. 11, 2001, terror attacks, Fox News has learned.

Documents exclusively obtained by Fox News, including an FBI interview conducted after the Fort Hood shooting in November 2009, state that Awlaki was taken to the Pentagon as part of the military's outreach to the Muslim community in the immediate aftermath of the attacks.

The incident was flagged by a current Defense Department employee who came forward and told investigators she helped arrange the meeting after she saw Awlaki speak in Alexandria, Va.

The employee "attended this talk and while she arrived late she recalls being impressed by this imam. He condemned Al Qaeda and the terrorist attacks. During his talk he was 'harassed' by members of the audience and suffered it well," reads one document.

According to the documents, obtained as part of an ongoing investigation by the specials unit "Fox News Reporting," there was a push within the Defense Department to reach out to the Muslim community.

"At that period in time, the secretary of the Army (redacted) was eager to have a presentation from a moderate Muslim."

In addition, Awlaki "was considered to be an 'up and coming' member of the Islamic community. After her vetting, Aulaqi (Awlaki) was invited to and attended a luncheon at the Pentagon in the secretary of the Army's Office of Government Counsel."

Awlaki, a Yemeni-American who was born in Las Cruces, N.M., was interviewed at least four times by the FBI in the first week after the attacks because of his ties to the three hijackers Nawaf al-Hazmi, Khalid al-Mihdhar and Hani Hanjour. The three hijackers were all onboard Flight 77 that slammed into the Pentagon.

Awlaki is now believed to be hiding in Yemen after he was linked to the alleged Ft. Hood shooter Major

LATEST VIDEOS

'Human Fuse' Lights Up Vegas Strip

Rise of Freedom: Firehouse Across the Street

AMERICAN FAMILY

The Most Common Social Security Retirement Mistakes

Bankrate IPO Prices at \$15 Midpoint

Divorce's Impact on Your Children's College Costs

Reducing the costs to attend college.

Do Americans Care About Character?

What does Rep. Weiner say about economy?

MOST ACTIVE IN U.S.

Most Read Most Commented

California High School Yearbook Recalled Over Alleged Child Pornography

Suspect in Custody After Suspicious Package Found Near Pentagon

Al Qaeda-Linked Site Posts 'Hit List' of U.S. Targets, Prompting Feds to Send Alert

Police Get Hundreds of Tips After Image of Truck Released in Missing Indiana Student Case

<http://www.foxnews.com/us/2010/10/20/al-qaeda-terror-leader-dined-pentagon-months/>[19-Jun-11 1:25:30 AM]

Nidal Malik Hasan, who e-mailed Awlaki prior to the attack.

Sources told Fox News that Awlaki, who is a former Muslim chaplain at George Washington University, met with the Christmas Day bomber Umar Farouk Abdulmutallab in Yemen and was the middle-man between the young Nigerian and the bombmaker. Awlaki was also said to inspire would-be Times Square bomber Faisal Shahzad.

Apparently, none of the FBI's information about Awlaki was shared with the Pentagon. Former Army Secretary Tommy White, who led the Army in 2001, said he doesn't have any recollection of the luncheon or any contact with Awlaki.

"If this was a luncheon at the Office of Government Counsel, I would not necessarily be there," he said.

The Pentagon has offered no explanation of how a man, now on the CIA kills or capture list, ended up at a special lunch for Muslim outreach.

After repeated requests for comment on the vetting process beginning on October 13th, an Army spokesman insisted Wednesday that the lunch was not an Army event. "The Army has found no evidence that the Army either sponsored or participated in the event described in this report," spokesman Thomas Collins said.

Collins also noted that the FBI document referred to the "Office of Government Counsel" but should read "Office of General Counsel."

Collins said he believed the event was sponsored by the office of the Secretary of Defense. A spokeswoman there said she would look into it and get back to Fox News.

A former high-ranking FBI agent told Fox News that at the time Awlaki went to lunch at the Pentagon, there was tremendous "arrogance" about the vetting process at the Pentagon.

"They vetted people politically and showed indifference toward security and intelligence advice of others," the former agent said.

<p>Sponsored Links</p> <p>Military Support Military OneSource can help military & families with deployment & more www.militaryonesource.com</p> <p>Computers on eBay® Find great deals on Computers. eBay - Its where you go to save! www.ebay.com</p> <p>Buy a link here</p>	<p>RELATED VIDEO</p> <div data-bbox="570 1262 813 1402"></div> <p>Exclusive: Al-Awlaki Dined at Pentagon in Months After 9/11</p> <p>Terrorist dined with military brass?</p> <div data-bbox="829 1220 1062 1360"></div> <p>Oct. 2008: American-born Al Qaeda-linked cleric Anwar al-Awlaki in Yemen.</p>
--	--

*Fair Use: For more information see footnote. ⁸

The al-Qa'ida leader, Anwar al-Awlaki, who dined at the Pentagon, has also been linked to a mosque where at least three of the alleged hijackers and al-Bayoumi were seen associating.

⁸ [<http://www.law.cornell.edu/uscode/17/107.shtml>]

Additionally, phone records show further ties with Saudi Intelligence as the following declassified FBI documents disclose.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED EXCEPT
WHERE SHOWN OTHERWISE

DATE: 02-02-2007
CLASSIFIED BY 60309 AUC/TAM/MLT/LR2 Derivative
REASON: 1.4 (c)
DECLASSIFY ON: 02-02-2032

~~SECRET~~

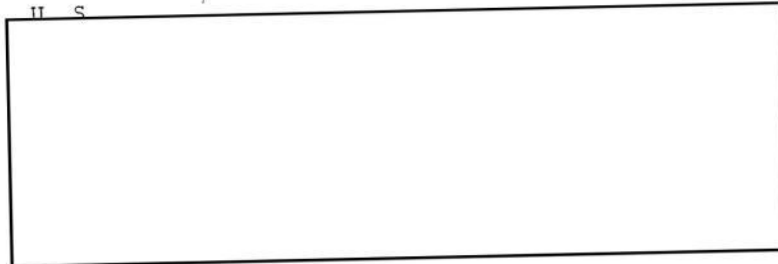
b6
b7C
b3



Telephone Numbers:

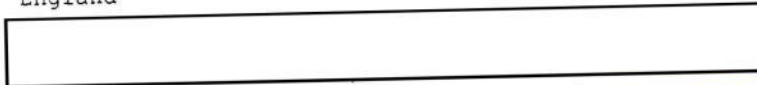
(U) The following information was obtained from
Telephone Applications (TA) and pertains to toll records loaded in
connection with telephones subscribed or utilized [redacted]
[redacted]

U S



b6
b7C
b3

England



(U) A review of the following calls indicate a total 141 of
calls made by telephone numbers associated with [redacted] to
entities of the Saudi Arabian government in the Washington, D. C.
Area

(U) In connection with calls made to entities of the
Saudi Arabian government in the Los Angeles, California area,
there were 34 calls made.

2. 26

~~SECRET~~
1

~~SECRET~~

b6
b7C

Area Code 202
Washington, D.C.

202-298-8722

SAUDI ARABIAN CULTURAL MISSION
2600 VIRGINIA AV NW STE 800
WASHINGTON, DC

(U) This number was called 7 times from [REDACTED]

[REDACTED] These calls were made during the period of 01/26/2000 to 03/20/2000. The average duration of calls was 2 minutes, with one exception of an 11 minute call.

(U) in addition, one call was made to telephone number. from [REDACTED]

[REDACTED] and billing address of [REDACTED]

[REDACTED] This call was made on 08/08/1999 and was for a duration of one minute.

[REDACTED] UNKNOWN

SUBSCRIBER

Based on A/C, prefix and similarity *in line* number this telephone could possibly be subscribed to:

SAUDI ARABIAN CULTURAL MISSION
2600 VIRGINIA AV NW STE 800
WASHINGTON, DC

(U) This number was called 3 times from [REDACTED]

[REDACTED] These calls were made during the period of 01/28/2000 to 03/09/2000. The average duration of calls was 1.6 minutes.

202-298-8806

SAUDI ARABIAN CULTURAL MISSION
2600 VIRGINIA AV NW STE 800
WASHINGTON, DC

USERS [REDACTED]

- 265A-NY-280350-302 serial 74009

~~SECRET 2~~

~~SECRET~~

b6
b7C

ECF Searches

(U) The following are chronological summaries of *Electronic* Case File (ECF) references regarding possible ties of [redacted] to the Saudi Arabian Government, Embassies or Consulates.

Reference

265A-NY-280350-302 serial 7792
265A-NY-280350-SD serial 1103
FD302 dated 09/17/01

(U) [redacted]
[redacted] the Islamic Center of San Diego (ICSD) identified [redacted] as a person who may know [redacted] described [redacted] as influential among Saudi Arabian members of the ICSD and provided needed assistance to various students and families who needed his help. He also advised [redacted] was a frequent traveler to Saudi Arabia. Lastly, he stated [redacted] had moved to England several months ago to attend school in England.

Reference

265A-NY-280350-302 serial 7785
265A-NY-280350-SD serial 1101
265A-NY-280350--302 serial 7790
265A-NY-280350-SD serial 1102
FD302 dated 09/19/01

(U) On 09/18/2001, [redacted] was interviewed by SA [redacted] the Board of Trustees at the Islamic Center of San Diego (ICSD). [redacted] provided the following information on [redacted] stated [redacted] lived in San Diego for approximately four or five years, and left to attend college in England. [redacted] stated some people at the ICSD believed [redacted] as associated with the Saudi Arabian government. [redacted] never had a steady job, though he may have worked a short time for the Saudi Arabian Airlines. [redacted] was well connected with the consulate, and seemed to get things done for others. [redacted] was involved with funding Al Medina mosque in El Cajon. He acted as an intermediary between the Kurdish Community and an

~~SECRET~~ 11

b6
b7C
b7D

~~SECRET~~

unknown wealthy Saudi Arabian man who donated funds to create the mosque. Some members of the ICSD believed there was always a covert employee of the Saudi Arabian government stationed at the mosque, no one has taken [] place.

Reference! 26SA-NY-280350-302 serial 10044
265A-NY-280350-SD serial 1424
FD302 dated 09/19/2001

(U) On 09/18/2001 [] (identity requested confidential) [] was interviewed by SA [] advised that [] a Kurdish Mosque in El Cajon and was a member of the Aviation Board for Saudi Arabia. [] introduced [] to Nawaf Al-HAZMI and Khalid Al-MIHDHAR at the Islam Mosque on Saranac Street, Lemon Grove, California. [] stated [] was now in London, England, pursuing a Doctorate degree from an unknown university.

A
F

References 265A-NY-280350-SD serial 1111

EC dated 09/19/2001

(U) An EC prepared by SA [] set leads for various field offices to interview former neighbors of Nawaf Al-HAZMI, Khalid Al-MIHDHAR [] The EC stated that interviews of Muslims indicated [] had been involved in aviation when he lived in Saudi Arabia and that he did not work while in the U.S., but had more money than he knew what to do with.

(U) The EC also provided information from an interview of a prominent Islamic leader in San Diego who identified [] as being employed by the Saudi government to monitor the activities of Saudi dissidents that resided in the U.S.

~~SECRET~~
12

Since al-Bayoumi has been linked with at least three of the alleged hijackers on Flight AA77, it is of significance to question if the identities of these men are produced in their entirety. Khalid al-Mihdhar and Salem al-Hazmi are reported still being alive and claim being misidentified with the alleged hijackers; al-Bayoumi would have the intelligence not to disclose the true identities

of his contacts and associates. Furthermore, Saudi Intelligence would keep their intelligence net beyond investigation and possibility of linkage to any action pertaining to 9/11.

(U) Al-BAYOUMI had co-signed for highjackers Nawaf Al-HAZMI and Khalid Al-MIHDHAR when they rented an apartment at Parkwood and paid their rent occasionally as well. Al-HAZMI and Al-MIHDHAR lived [redacted] prior to them renting their own apartment. [redacted] did not like [redacted] personally and was unaware he [redacted] was listed as an [redacted] rental agreement. [redacted] revealed to [redacted] he received financial support the Saudi Arabian Government or Saudi Airlines. An individual who requested confidentiality [redacted] reported he believed [redacted] worked for the Saudi Arabian Intelligence Service and reported on dissident Saudis in the United States.

Reference: 265A-NY-280350-CD serial 8789 265A-NY-280350-SD serial 3396 EC dated 10/05/2001

(U) An EC dated 10/05/2001, prepared by SA [redacted]

~~SECRET~~
17

Extract from the report "Connections of San Diego PENTTBOMB Subjects to the Government of Saudi Arabia" released in April 25, 2006.⁹

On November 5, 2001, [redacted] provided the following information:

[redacted] Aviation Safety Inspector, Federal Aviation Administration, Flight Standards Certificate Management Office, who is also a flight instructor, asserted the AST-300 is considered a training device that can improve a pilot's instrument skills. [redacted] further stated in his opinion based on the information he read or is aware of, the highjackers were not as skilled as professional airline pilots. Once the highjackers took over control of the aircraft, the highjackers may have been skilled enough to alter the aircraft's flight path through the on-board computers. A more likely scenario, however, a flight crew member was compelled to initially alter the aircraft's flight path to its ultimate destination. However, at some point, [redacted] believes the highjackers would have had to take control of the aircraft manually as they approached their targets. It is [redacted] opinion, that it would be very difficult, if not, impossible, and require a lot of skill and training to maneuver an aircraft solely through the on-board computers into such objects as the Twin Towers or the Pentagon. However, manually, the aircraft can be flown at the control and direction of the pilot who possesses some flying skills.

18

Extract from the report "Connections of San Diego PENTTBOMB Subjects to the Government of Saudi Arabia" released in April 25, 2006.

By 1997, Hanjour was described at Westwind Aviation "as a very poor pilot who did not react to criticism very well. Hanjour was very, very nervous inside the cockpit to the point where Hanjour was almost fearful. Hanjour struggled with the instrument rating; eventually passed his

⁹ Courtesy of [www.intelwire.com]

commercial pilot certification with the FAA. He had initially failed it once for his English was extremely weak, and it is believed that he wanted to become a Saudi Arabian airlines pilot.”¹⁰

Coming down to September 11, 2001, all five alleged hijackers¹¹ are captured on CCTV security at Washington Dulles Airport where Flight AA77 was alleged to have taken off from. It is remembered that (as Flight AA11) this flight Hanjour was supposed to have piloted into the Pentagon was cancelled on September 11 with no wheels-off time as seen in Sheet 2 at the beginning of this section. The cancellation was with a scheduled elapse time of 326 minutes: A total of 5 hours and 26 minutes (Sheet 1). These statistics come directly from the Bureau of Transportation Statistics (BTS).

Perhaps it is not that peculiar then how we find Majed Moqed, on September 18, 2001, doing an ATM balance inquiry at 21:34 p.m. as the following extract reveals from the 9/11 Commission Timeline.

9/4/2001	\$ -	Majed Moqed	ATM	Inquiry Fee			Time
9/5/2001	\$ 1,134.25	Majed Moqed	Cash	American Airlines (9/11 AA 77 (AD-LAX) Majed Moqed	Payment for AA Flight 77 ticket booked on 8/25; paid in cash;		Cash
9/5/2001	\$ -	Majed Moqed	ATM	Balance Inquiry	Majed Moqed and Hani Hanjour present;		Time
9/5/2001	\$ -	Majed Moqed	ATM	Inquiry Fee	9:06 PM		Time
9/5/2001	\$ -	Majed Moqed	ATM	Inquiry Fee			Time
9/5/2001	\$ 501.50	Majed Moqed	ATM	Cash withdrawal	Majed Moqed and Hani Hanjour present;		Time
9/5/2001	\$ 1,800.00	Majed Moqed	Withdrawal	First Union-Laurel	9:09 PM		Time
9/8/2001	\$ 17.63	Majed Moqed	DC	Burlington Coat	Majed Moqed purchase of a handbag; 6:41 PM		Time
9/18/2001	\$ -	Majed Moqed	ATM	Balance Inquiry	Majed Moqed present; 9:34 PM		Time

9/11 Commission Timeline of Majed Moqed

The following extract is however peculiar to see which is from an FBI report (NCTA_040n) on the debris findings at the Pentagon, published on April 7, 2004. It states they found a driver's license allegedly owned by Majed Moqed.

¹⁰ FBI Summary on Lotfi Raissi, April 4, 2004.

¹¹ Khalid al-Mihdhar (born May 16, 1975); Majed Moqed (born June 18, 1977); Nawaf al-Hazmi (born August 9, 1976); Salem al-Hazmi (born February 2, 1981).

BEGPRODNO : M-INT-00012782
BEGBATES : 265A-NY-280350-302~51296
DATE = 09/16/2001
FBIDESC : ON 9/16/01, TWO PIECES OF A VIRGINIA DRIVER'S LICENSE
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/21/2001

On 9/16/2001, at approximately 6:00 am, two 2 pieces of a Virginia Driver's License were recovered from the Pentagon North Parking Lot - Rubble Pile by SA [REDACTED] of the FBI Washington Field Office Evidence Response Team. The license pieces bear the following information:

Name: Majed M. GH Moqed
Address: 5913 Leesburg Pike, Apartment #08
Falls Church, Virginia 22041-2210
Customer Number: A69-60-0405
Height: 5'7"

The license pieces were found while searching rubble from the Pentagon in the North Parking Lot. The rubble was transported to the parking lot from search section C crash impact site of the Pentagon via dump truck and dumped in a secure area of the North Parking Lot.

The pieces of the driver's license were processed and logged into evidence. The license pieces were then turned over by SA [REDACTED] at the WFO Pentagon Command Post at approximately 6:30 am.

9/11 Law Enforcement Privacy

Investigation on 09/16/2001 at Arlington, Virginia
File # 265A-NY-280350-302
by SA [REDACTED]

Date dictated 09/20/2001

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

[PDF page 1]

April 7, 2004 3:43 pm

Page 1

9/11 Commission files



Civilians and/or military personnel searching the area for debris; alleged Flight AA77 vanished to the point of needing a magnifying glass for its recovery

Under FBI exhibit number NT00211, a surveillance videotape from Dulles Airport West Security Checkpoint #1 can be found in the footlink.¹² The video runs 8 minutes, 0 seconds, and is blank after 5 minutes, 48 seconds. No sound is imported.



Video extract at 01:57

¹² [<http://www.vaed.uscourts.gov/notablecases/moussaoui/exhibits/prosecution/NT00211.html>]

There are two entrances to this area: One on the left which we have been focusing on and another entrance on the right. There is only one checkpoint which is distinguished by a line down the middle on the floor where the employee checks passengers with a hand wand. This would mean that upon passenger entrance, left and right side, there is a screening section they go through; if additional screening is necessary, then they are asked to go through the middle checkpoint for a hand wand check.

Moqed is seen taking off his belt; al-Mihdhar goes to walk on, when he is stopped and looks as though he is asked to help Moqed. The latter still where is he, al-Mihdhar waits to go through center checkpoint for a hand wand check; however, he is waived by and Moqed's turn arrives.

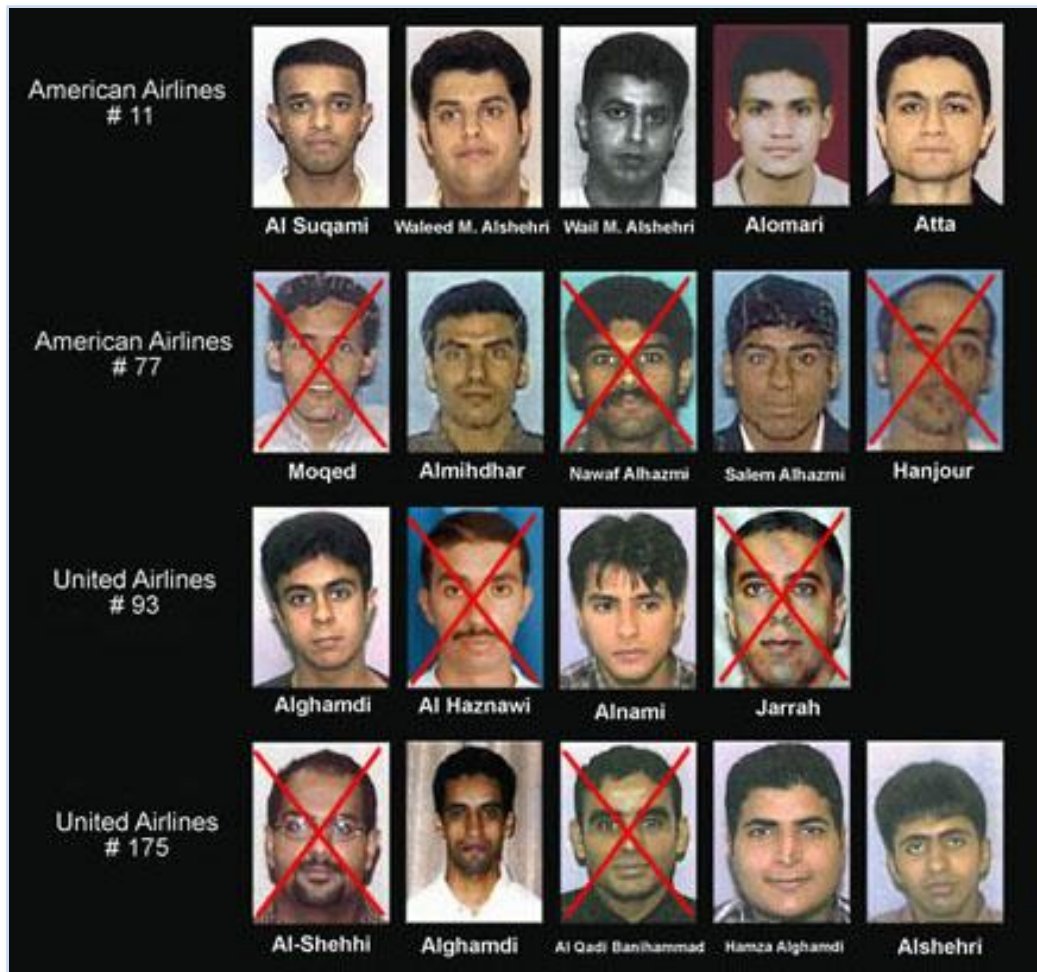
Due to the poor quality of the video capture, it is very doubtful which faces appear as al-Mihdhar and Moqed's. However, the FBI have labs which can clear up any defocus in tapes and images, which will give them the benefit of the doubt at this point. Yet we remind the reader, that Khalid al-Mihdhar is still alive and well: "I believe it's all just a mistake," said Khalid al-Mihdhar, who was watching TV while at home with his friends saw his photograph on the news and quickly called to prove he is still alive.¹³

It is singular that not only the FBI had misidentified these people as being hijackers by name, but also by appearance. Note again what the *Chicago Tribune* reported on October 4, 2001: "Khalid al-Mihdhar, who was watching TV while at home with his friends saw his photograph on the news." Al-Mihdhar's photo was on the news, which of course led to his name.

If Atta's luggage which was "held back" at Boston Logan Airport contained only the names of the alleged hijackers, where did the photos come from? Surely, Arabic names tend to confuse the Westerner, due to the fact that all Arabic names have a meaning and if Arabic is not a language known, then the names must be checked and crosschecked.

The FBI stated they were investigating 9/11 since day one "on the assumption that there might be a criminal prosecution," a former federal prosecutor had said. But when it seemed clear that all 19 alleged hijackers had been killed in the attacks, jurisdiction transferred from various federal prosecutors' offices around the U.S. to the Justice Department in Washington, D.C. Clearly the situation, as far as the investigative part stands, should have changed toward prosecuting those responsible when the alleged 19 dead hijackers were being resurrected one after the other, until a total of 12 were reborn.

¹³ The *Chicago Tribune* (October 4, 2001).



Twelve of the nineteen still alive

All the alleged hijackers from Flight AA11 are still alive; who crashed that aircraft into the WTC1, a flight which was cancelled to fly on that day? ¹⁴ Who murdered those people in that wounded dinosaur which was taking in water from Hudson River and was flooding ground levels on a daily basis, and was festering with asbestos its occupants? ¹⁵

Two alleged hijackers from Flight AA77 are still alive; who helped Hani Hanjour fly that aircraft into the Pentagon, a flight which was cancelled to fly on that day? Who murdered those military employees in that archaic structure which was also festering with asbestos its occupants?

Two alleged hijackers from Flight UA93 are still alive; who helped Jarrah and al-Haznawi to commandeer the passengers and crash that aircraft into an open field? ¹⁶

Three alleged hijackers from Flight UA175 are still alive; who helped al-Shehhi commandeer the passengers then crashed that aircraft into the WTC2? ¹⁷

¹⁴ [<http://www.scribd.com/doc/65125486/Peddling-Power-1-Flight-AA11>]

¹⁵ [<http://www.scribd.com/doc/73055744/Peddling-Power-3>]

¹⁶ [<http://www.scribd.com/doc/76504364/Peddling-Power-6>]

IV

What Happened?



DefenseLINK
U.S. DEPARTMENT OF DEFENSE

NEWS

IMAGES

PUBLICATIONS

Home

Site Map

DoD Sites

Search

QUESTIONS?

United States Department of Defense.

News Transcript

On the web: <http://www.sweetliberty.org/issues/war/rumparade.html>
Media contact: +1 (703) 697-5131
Public contact: <http://www.defenselink.mil/faq/comment.html> or +1 (703) 428-0711

Presenter: Secretary of Defense Donald H. Rumsfeld

Friday, **Oct. 12, 2001**

Secretary Rumsfeld Interview with Parade Magazine

(Interview with Lyric Wallwork Winik, Parade Magazine)

Q: Let me start by asking you, most of us are programmed to leave a building with smoke. What made you go towards the fire here a little over a month ago, and what was going through your mind?

Rumsfeld: Well, I was sitting here and the building was struck, and you could feel the impact of it very clearly, and I don't know what made me do anything I did, to be honest with you. I just do it instinctive. I looked out the window, saw nothing here, and then went down the hall until the smoke was too bad, then to a stairwell down and went outside and saw what had happened. Asked a person who'd seen it, and he told me that a plane had flown into it.

I had been aware of a plane going into the World Trade Center, and I saw people on the grass, and we just, we tried to put them in stretchers and then move them out across the grass towards the road and lifted them over a jersey wall so the people on that side could stick them into the ambulances.

I was out there for awhile, and then people started gathering, and we were able to get other people to do that, to hold IVs for people. There were people lying on the grass with clothes blown off and burns all over them.

Then at some moment I decided I should be in here figuring out what to do, because your brain begins to connect things, and there were enough people there to worry about that. I came back in here, came into this office. There was smoke in here by then.

We made a judgment about where people should be. The chairman was out of town, so he was separate. The vice chairman was with me. We had my deputy go out to another site. At a certain point it got too bad and we went into a room about 30 yards away here in this building, in the same general area but back that way that is sealable. But as it turns out it wasn't sealable for smoke and so forth. We worked in there, and we kept being told the building had to be evacuated completely except for the people that were in that group that were assisting me, and they kept saying you should get out of here because these people have to stay if you're here, as I recall. I said fine, we'll do that at the appropriate time.

They were able to get enough of the fire out and then move some air out that the increasing smoke stopped. It did not disappear, but it stopped. We were in there throughout the day, and never did go to (inaudible).

The advantage for me was I could be here near where the problems were and I had full communications from the area -- to the president and the vice president, the secretary of state. I guess he was out of the country, wasn't he? It was the deputy.

Other News Sources

Updated: 14 Jan 2003

¹⁷ [<http://www.scribd.com/doc/76504579/Peddling-Power-5>]

Q: In the interest of time I'm going to move you along. I'm sorry if I seem rude --

Rumsfeld: Not at all.

Q: This is a question that's been asked by many Americans, but especially by the widows of September 11th. How were we so asleep at the switch? How did a war targeting civilians arrive on our homeland with seemingly no warning?

Rumsfeld: There were lots of warnings. The intelligence information that we get, it sometimes runs into the hundreds of alerts or pieces of intelligence a week. One looks at the worldwide, it's thousands. And the task is to sort through it and see what you can find. And as you find things, the law enforcement officials who have the responsibility to deal with that type of thing -- the FBI at the federal level, and although it is not, it's an investigative service as opposed to a police force, it's not a federal police force, as you know. But the state and local law enforcement officials have the responsibility for dealing with those kinds of issues.

They [find a lot] and any number of terrorist efforts have been dissuaded, deterred or stopped by good intelligence gathering and good preventive work. It is a truth that a terrorist can attack any time, any place, using any technique and it's physically impossible to defend at every time and every place against every conceivable technique. Here we're talking about plastic knives and using an American Airlines flight filed with our citizens, and the missile to damage this building and similar (inaudible) that damaged the World Trade Center. The only way to deal with this problem is by taking the battle to the terrorists, wherever they are, and dealing with them.

Q: Please briefly explain to our readers why it's not enough just to get bin Laden and al Qaeda. Why this threat ought to extend beyond that.

Rumsfeld: Well, because they have trained any number of people that are spread all across the globe, but there are a number of terrorist networks in a number of countries that have harbored terrorists, and to deal with one and ignore the rest would be to misunderstand the nature of the problem.

There is a correlation, really, between the countries that sponsor terrorism, and the countries that have been weaponizing chemical and biological, and they're working diligently to develop nuclear capability for the most part. Not in each case. But that nexus is something that ought to be of concern to people. Were that connection to occur, obviously you're talking not about thousands of people, but hundreds of thousands.

Q: What it sounds like you're saying too in this process then is that we're going to need to address Iraq's weapons of mass destruction, particularly in the light of even the evidence that with inspectors Saddam continued to build his arsenal through the 1990s and now we don't know what exactly has happened. Is that going to be a top priority as well?

Rumsfeld: Those are decisions for the president, but he has been very clear that he is deeply concerned about the problem of terrorism. He is going to find terrorists and keep them out and root them out, and he's going to create an environment that suggests to countries that are harboring them that they ought to stop.

Q: Unlike some of our previous conflicts abroad, a lot of our efforts at the moment are concentrated in a part of the world where portions of the population are hostile to us, both allies and enemies. A Washington Post editorial spoke pretty eloquently to this subject yesterday.

Can you talk a little bit about your thoughts about the balance we have to strike between the politics of the reason, even some of the propaganda that exists in the region, and our own security interests?

Rumsfeld: We have to look at our security interests for sure. Given the lethality of weaponry

The FAA and Flight Controllers record that Flight AA77 went off radar screens at 36 minutes after take-off. This would mean that the airliner was no longer flying, or it was so low, it was out of radar coverage. If the airliner landed, it would have been to a 36 minute distance from the airport it took off from. The following image shows exactly where Flight AA77 was lost from radar screens.



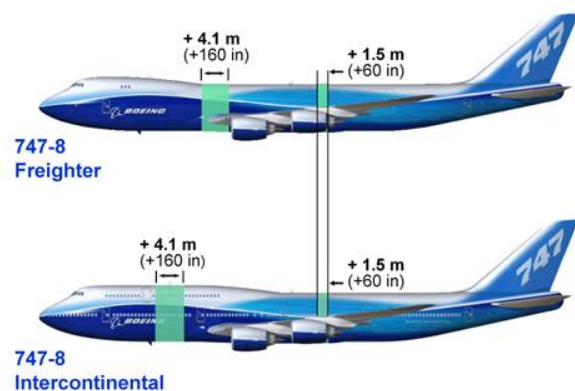
Flight AA77 point of loss from radar screens

The airliner got lost over West Virginia where the Eastern West Virginia regional airport is located in south Berkeley County West Virginia and consists of 1,005 acres. It is bordered on the north and west side of U.S. Route 11 and Interstate 81 Diamond Interchange adjacent the west airport access. The airport's basic infrastructure has:

- 7,815 ft. X 150 ft. runway.
- Non-Federal Control Tower funded by the Department of Air force and manned approximately 68 hours per week.
- Airport Surveillance Radar (ASR-9) to facilitate the Northern Shenandoah Valley. Targets are remote to the Potomac Tracon approach control to provide “to the ground coverage” 24 hours per day at Martinsburg.

According to their Website, the existing civilian parking ramp is approximately 800.000 sq. ft., capable of handling all corporate aircraft to include light to medium airfreight aircraft. The maximum weight capacity capability of Runway 08/26 is in excess of 600,000 pounds and “is capable of launching and landing C-5 A military and 747 civilian aircraft.”¹⁸

The Boeing 747 is the most distinguishable out of their aircraft as it is a 4-engine plane and the plane has a hump, whereas the 757 (Flight AA11) all have 2 engines under the wings.



¹⁸ [<http://www.wvairport.org/>]

The runway has the capability to be expanded to 9,000 feet on the present airport property; however, this expansion would necessitate the acquisition of some additional properties for re-location of the ILS, middle marker and the re-routing of one secondary road.



Additional important assets of the airport are its geographical proximity to Dulles International Airport (28 nautical miles); Reagan National Airport Washington, D.C. (55.9 nautical miles and Baltimore-Washington International Airport (55 nautical miles). An Industrial active rail spur located approximately ½ mile from the west airport access parallel to U.S. Route 11 and Interstate 81 and intersecting the Tablers Station I-81 interchange access.

Tenants located in the airport: (1) The FAA's Airways Facilities Sector Field Office, maintaining all Nav aids and ILS implementation throughout the northern Shenandoah Valley.

(2) The 167th Airlift Group, West Virginia Air National Guard utilizing approximately 104 acres for parking of C-130 E Aircraft (one 12

aircraft squadron), hangar facilities and operational areas located on the northeast quadrant of airport property.

(3) The Arcadia Aviation, a Fixed Based Operator, offering Avgas, jet fuel, pilot training, aircraft rentals and aircraft charter located in the southeast quadrant of airport property at the civilian terminal area.

(4) The Martinsburg Composite Squadron (Civil Air Patrol).

(5) The Chapman Technical Group, a professional design firm of engineers, architects, interior designers, landscape architects and surveyors, specializing in airport engineering.

(6) The Howard Aircraft, Inc., a light aircraft maintenance facility and Air Photographics, Inc., an aerial photography business both located on property adjacent the 167th AG.

(7) The Emivest Aerospace, a corporate jet manufacturer.

(8) The S. Schwab Corp., being some clothing distribution center.

Vertical Seismic Records for Possible Pentagon Plane Impact on Sept. 11, 2001
 09/11/2001, 13:38:09 (UTC), 38.871°N, 77.058°W, Depth= 0 km

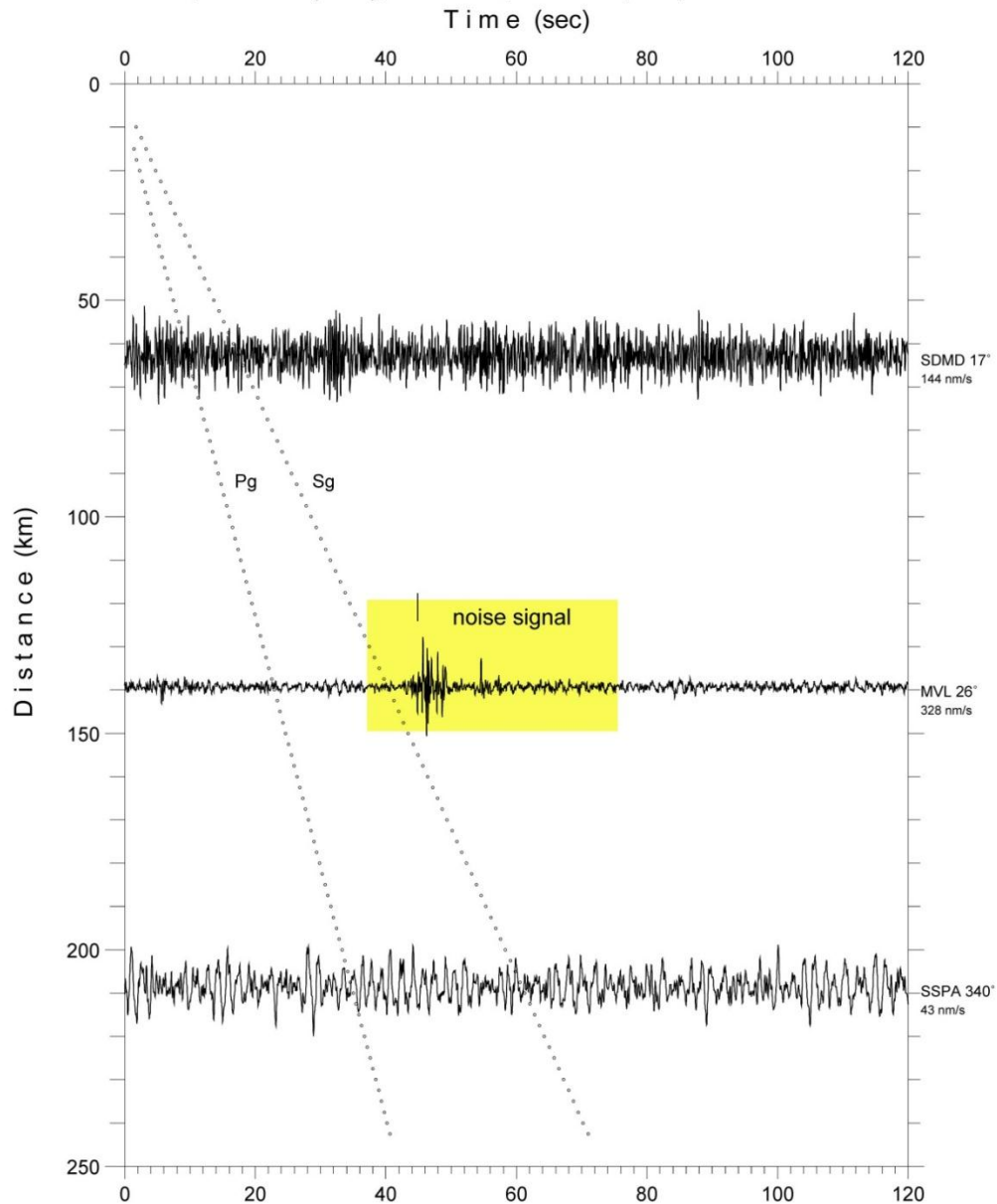


Figure 3: Vertical-component records from three stations in Fig. 2. Possible seismic signals from the airplane crash into the Pentagon may be very weak, but examination of seismic data recorded across network of three stations would help identify the signals. Predicted P- and S-wave arrivals across the network are indicated by dotted lines for a presumed origin time of 13:38:09 EDT. There is no clear seismic signals which can be associated with the airplane crash into the Pentagon.

Seismic Observations during September 11, 2001, Terrorist Attack
 Won-Young Kim & Gerald R. Baum
 Lamont-Doherty Earth Observatory of Columbia University
 Environmental Geology and Mineral Resources Program
 Maryland Geological Survey

Vertical-Component Seismic Records Covering Time Window of Plane Impact at **Pentagon** on September 11, 2001, 09:36:30 to 09:39:30 (EDT), 0.6-5 Hz

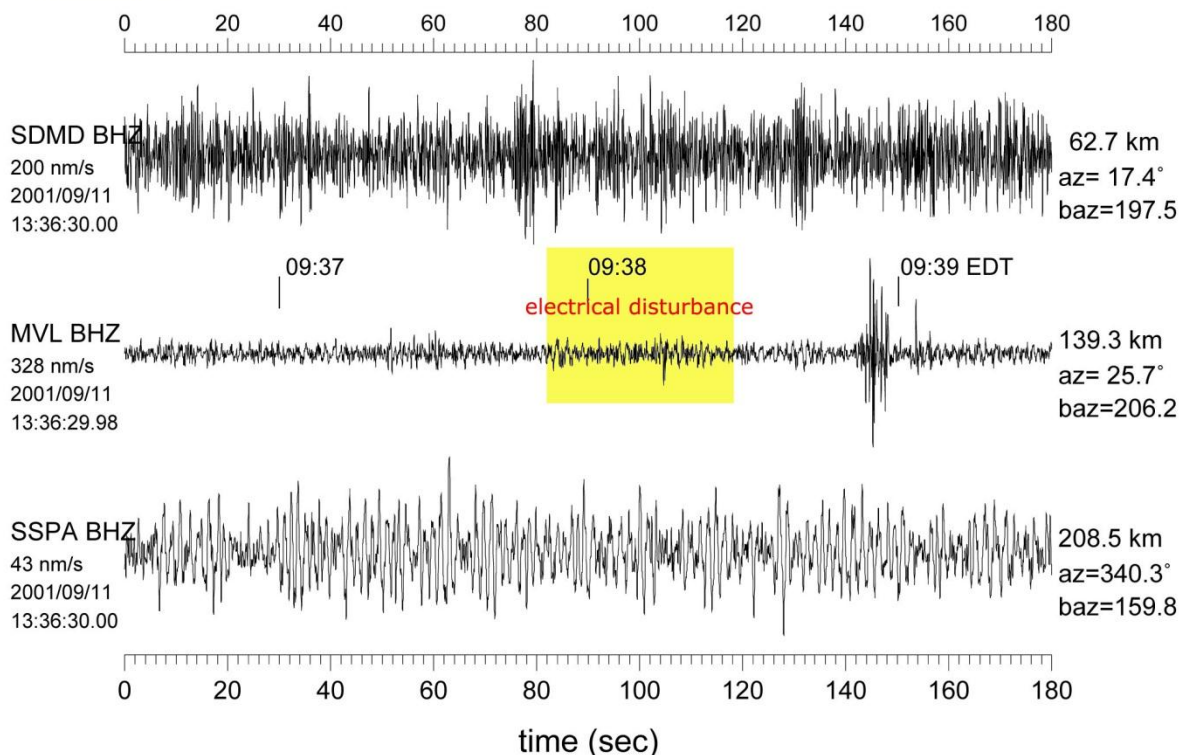


Figure 2: Vertical-component seismic records at three stations around Pentagon. Three minutes of continuous data shown starting at 09:36:30 EDT (13:36:30 UTC). Data were sampled at 40 times/s and passband filtered from 0.6 to 5 Hz. The maximum amplitudes of traces ranges from 200 nanometer/seconds (nm/s) at SDMD ($\Delta=63$ km) to 43 nm/s at SSPA ($\Delta=208$ km). The largest signal at MVL at around 09:38:50 is probably generated by electrical disturbance. Eastern Daylight Time (EDT) is UTC minus 4 hours.

Seismic Observations during September 11, 2001, Terrorist Attack
 Won-Young Kim & Gerald R. Baum
 Lamont-Doherty Earth Observatory of Columbia University
 Environmental Geology and Mineral Resources Program
 Maryland Geological Survey



Ted Olson, on a *Fox News* interview talked about his wife's call from Flight AA77: "The pilot had announced that the plane had been hijacked. She [Barbara Olson] said it had been hijacked shortly after takeoff. By this time the plane had been in the air for over an hour. She implied that they had been circling around for a while. She and the other passengers had been herded to the back of the airplane." Mr. Olson said he had notified the Justice of Department about the hijacking.

8:39:30	03R	American seventy seven amend your altitude maintain flight level three three zero for traffic. [ZDC 1226-1246 03R]
8:39:36	AAL-77	American seven seven stop at three three zero. [ZDC 1226-1246 03R]
8:40:03	03R	American seventy seven contact Indy center one two zero point two seven. [ZDC 1226-1246 03R]
8:40:06	AAL-77	twenty twenty seven American seventy seven thanks sir good day. [ZDC 1226-1246 03R]
8:40:13	AAL-77	center American seventy seven with you level three three zero. [ZDC 1234-1409 HNN-R]
8:40:15	HNN-R	American seventy seven Indy center roger squawk, three seven four three. [ZDC 1234-1409 HNN-R]
8:40:19	AAL-77	three seven four three American seventy seven. [ZDC 1234-1409 HNN-R]
8:43:51	HNN-R	American seventy seven climb and maintain flight level three five zero. [ZDC 1234-1409 HNN-R]
8:43:55	AAL-77	thirty three, three five oh American seventy seven. [ZDC 1234-1409 HNN-R]
8:47:16	HNN-R	American seventy seven turn ten degrees to the right vectors for traffic. [ZDC 1234-1409 HNN-R]
8:47:20	AAL-77	ten right American seven seven. [ZDC 1234-1409 HNN-R]
8:50:47	HNN-R	American seventy seven cleared direct ah FALMOUTH. [ZDC 1234-1409 HNN-R]
8:50:51	AAL-77	ah direct FALMOUTH American seventy seven thanks. [ZDC 1234-1409 HNN-R]
8:56:32	HNN-R	American seventy seven Indy. [ZDC 1234-1409 HNN-R]
8:56:46	HNN-R	American seventy seven Indy. [ZDC 1234-1409 HNN-R]
8:56:53	HNN-R	American seventy seven American Indy. [ZDC 1234-1409 HNN-R]
8:57:12	HNN-R	American seventy seven American Indy radio check how do you read? [ZDC 1234-1409 HNN-R]
8:57:27	HNN-R	American ah seventy seven American radio check how do you read? [ZDC 1234-1409 HNN-R]
8:58:16	HNN-R	American seventy seven Indy radio check how do you read? [ZDC 1234-1409 HNN-R]
8:58:20	DAC-RA	American seventy seven center. [ZDC 1249-1317 DAC-RA]
8:58:41	HNN-R	American ah seventy seven ah Indy center how do you read? [ZDC 1234-1409 HNN-R]
8:58:51	HNN-R	American seventy seven Indy radio check how do you read? [ZDC 1234-1409 HNN-R]
8:59:32	DAC-RA	American seventy seven center. [ZDC 1249-1317 DAC-RA]
9:00:25	HNN-R	American seventy seven Indy. [ZDC 1234-1409 HNN-R]
9:00:56	DAC-RA	Indy center calling American seventy seven American seventy seven. [ZDC 1249-1317 DAC-RA]
9:00:56	DAC-R	Indy center calling American seventy seven American seventy seven. [ZDC 1249-1317 DAC-R]
9:03:06	HNN-R	American seventy seven Indy. [ZDC 1234-1409 HNN-R]
9:15:15	AAL-683	[called AAL-77 on guard at center request]. [ZDC 1249-1317 DAC-RA]

Air Traffic Control receives its last transmission from Flight AA77 at 08:50 a.m. but this only becomes apparent after controllers try to establish contact again at 08:56 a.m. and get no response. (See transcript left).

Still going by the FAA reports, and supported by NORAD's timeline, at 09:24 a.m. the FAA notified NORAD "concerning the suspected hijacking of American Flight 77."

This is **28 minutes** from 08:56 a.m. when controllers lose contact with the aircraft, till 09:24 a.m. when the FAA notified NORAD.

American Flight 77 - Dulles enroute to Los Angeles		
FAA Notification to NEADS		0924
Fighter Scramble: Order (Langley AFB, Hampton, Va. 2 F-16s)		0924
Fighters Airborne		0930
Airline Impact Time (Pentagon)		0937(estimated)
Fighter Time/Distance from Airline Impact Location		approx 12 min/105 miles

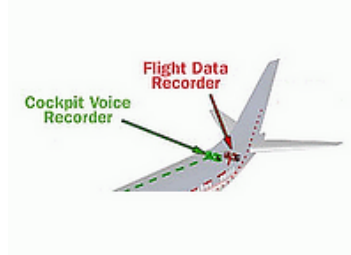
9:24 a.m.: FAA notified NORAD's Northeast Air Defense Sector concerning the suspected hijacking of American Flight 77. NORAD immediately ordered two F-16s to scramble from Langley Air Force Base, Va. They were airborne at 9:30 a.m. FAA and NORAD established an open line to discuss AAL Flight 77 and UAL Flight 93.

The FAA Timeline of notification (Flight AA77)

NORAD Timeline of notification (Flight AA77)

V

Cockpit Voice Recorders & Flight Data Recorders



Attorney General John Ashcroft testified before the National Commission on Terrorist Attacks upon the United States in April 13, 2004. He went on to say that the electronic flight data and voice recorder boxes of the four hijacked planes had not been found. That statement was overtaken by events later in the day when the so-called black boxes were found at two of the crash sites: The Pentagon, and the Pennsylvania site.



Mr. Giuliani holds up a photo of an airliner flight recorder, known as a “black box,” as he appeals to the public in New York, Wednesday, September 12, 2001, for help in locating the devices carried on the planes that crashed into the World Trade Center on Tuesday.
©Associated Press/David Karp

The Flight Data Recorder is designed to retain information on the maneuvering, operating status and condition of an aircraft.

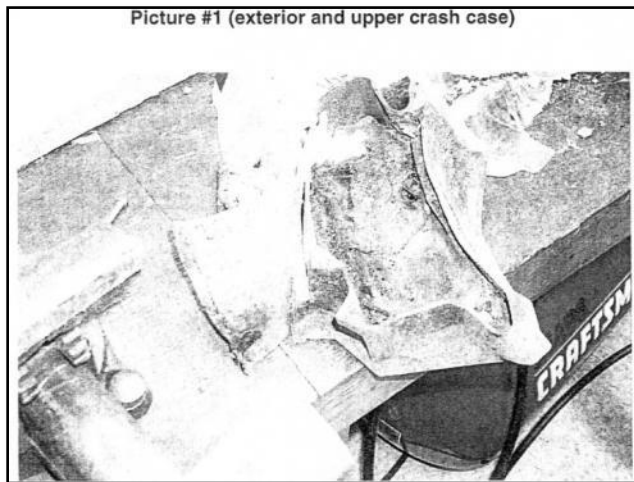
The Cockpit Voice Recorder retain the final 30 minutes of conversation in the cockpit.

The Cockpit Voice Recorder (NTSB Number DCA01MA064) of Flight AA77 was found; it may have revealed what actually took place in the pilot area at least on September 11. However, the NTSB published in April 30, 2002, its findings, stating “No undamaged or usable segments of recording tape were found in the CVR recorder.”

An article by Mark Alpert, published in September 20, 2000, noted how “Nearly 100,000 flight recorders have been installed in commercial aircraft over the past four decades. The prices of the latest models generally range from \$10,000 to \$20,000. Their survival rate has greatly improved in recent years as the FAA has raised the certification requirements. Although older recorders using magnetic tape were susceptible to fire damage, no solid-state device has been destroyed in an accident to date.”

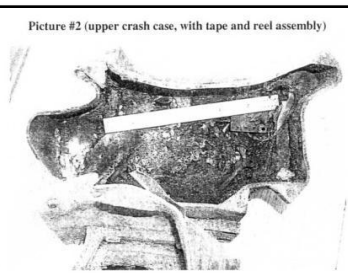
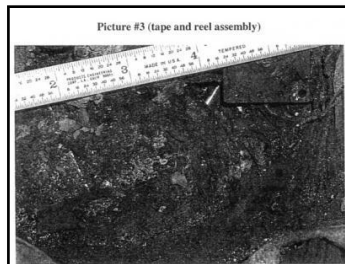
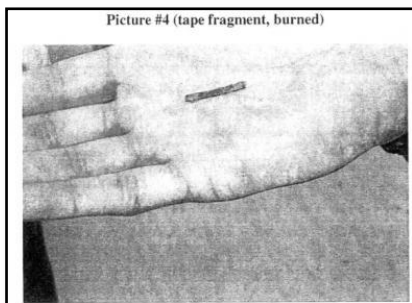
FBI Director Robert Mueller stated that the Flight Data Recorder of Flight AA77, which was involved in the Pentagon hit, provided them with altitude, speed, heading and other information; but the Cockpit Voice Recorder “contained nothing useful.” The Secretary of Defense said data was “unrecoverable.”

The NTSB report (DCA01MA064) published on April 30, 2002, reported the following in regards to the Cockpit Voice Recorder of AA77:



Displayed evidence of extensive impact, fire, and smoke damage. The outside cover had to be cut off of the unit to obtain access to the inside crash case and tape storage reel, (see picture #1)

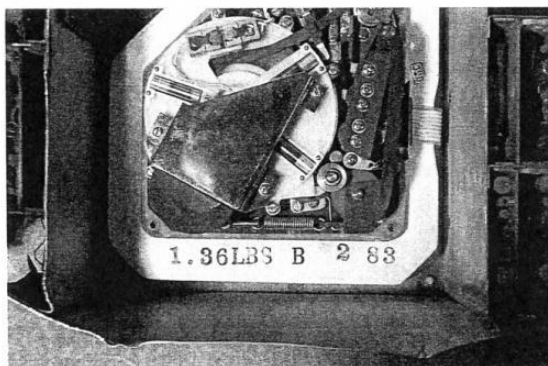
The crash case was extensively dented and damaged from the impact. All five of the crash enclosure retaining bolts was broken flush with the top portion of the enclosure. The bottom portion of the crash case was found no longer attached to the upper portion of the enclosure. Fire and high temperatures extensively damaged the interior tape reel, fire protection and recording tape, (see pictures #2, #3).



The majority of the recording tape was fused into a solid block of charred plastic. There were several loose pieces of charred recording tape found lying inside of the tape enclosure (see picture #4). No undamaged or usable segments of recording tape were found in the CVR recorder.

Picture #5 illustrates what an undamaged identical model Fairchild A-100A CVR tape and reel assembly would look like.

Picture #5 (identical undamaged Fairchild A-100A CVR tape transport)



No transcripts from the Cockpit Voice Recorder were ever released. The NTSB states that the model of the Flight Data Recorder is “Loral Fairchild Model F-2100.”



Flight data recorder found in the building near the hole in the inner C Ring wall leading to A-E Drive.

American Flight 77 - Dulles enroute to Los Angeles	
FAA Notification to NEADS	0924
Fighter Scramble: Order (Langley AFB, Hampton, Va. 2 F-16s)	0924
Fighters Airborne	0930
Airline Impact Time (Pentagon)	0937(estimated)
Fighter Time/Distance from Airline Impact Location	approx 12 min/105 miles

NORAD Timeline

Though it was not possible for the NTSB to retrieve any Flight Data recording, they did manage to establish that the last recording took place at 09:37:44 a.m. This time would coincide with NORAD's report of the aircraft's estimated time of crash.

The Seismic Data reported that "The time of plane impact at the Pentagon was reported with large scatter. For instance, Cable News Network (*CNN*) reported 09:43 a.m. which coincides with NIST; the *Washington Post* reported 09:40 a.m. which coincides with the FAA; and *The New York Times* reported the impact at 09:38. a.m." None of the mainstream media coincide with NORAD or the NTSB reports.

The seismic figure given earlier depicts the Seismic study done from 09:37 a.m. until 09:39 a.m. of the potential aircraft (Flight AA77) involved with the Pentagon. Note that "largest signal" reported at 09:38:50 a.m. "generated by electrical disturbance."

If the Seismic researchers had taken into account Electronic Magnetic Impulse (EMI) we would possibly have had an interesting report from the Lamont-Doherty Earth Observatory of Columbia University and the Environmental Geology and Mineral Resources Program, Maryland Geological Survey, on what this "electrical disturbance" could have been.

Following the attack on the Pentagon, the American Society of Civil Engineers (ASCE) established a building performance study (BPS) team to examine the damaged structure and make recommendations for the future. The investigation was conducted between September 2001 and April 2002. The members of the BPS team inspected the site as soon as was possible without interfering with the rescue and recovery operations. They reviewed “the original plans, the renovation plans, and available information on the material properties of the structure. They scrutinized aircraft data, eyewitness information, and fatality records; consulted with the urban search and rescue engineers, the chief renovation engineer, and the engineer in charge of the crash site reconstruction; and examined the quick, focused assessments of the disaster conducted by the United States Army Corps of Engineers and Pentagon Renovation Program staff.”¹⁹ The BPS was finally published in 2003.

The Pentagon Renovation & Construction Program Office (PENREN) activities, for renovating the 65-year-old structure, “began in 1993 in an historic effort to modernize six-and-a-half million square feet.” This renovation was complete by February 2001. According to PENREN’s Website and the historical construction of the building, plans were approved in 1941. “Construction began on September 11, 1941, and was completed on January 15, 1943.” It is striking to notice the month and day of construction being identical to the day of the attacks.

The annual status report to Congress for “The Renovation of the Pentagon,” March 1, 2000, was formed by the Secretary of Defense at the time, being Donald Rumsfeld. In the report, the program manager who was Walker Lee Evey, stated among other matters, how “the restructured program will be more modest than we had hoped but it will achieve the major renovation and repair goals promised to Congress at the outset of the program. Unfortunately, it will not achieve some of the other work and goals that have previously been reported. For example, while the restructured program will remove all hazardous materials from the building, provide a new utilities infrastructure and flexible modern office space, it will not support continued work in the remaining basement segments other than demolition and abatement. The Renovation Program’s ability to perform work related to repairs of the exterior light well concrete walls and to install the automated energy management and control systems as previously planned is at serious risk.” The Executive Summary, by the Secretary of Defense then stated in the report:

During the course of the past 57 years, with the rapid advance of technology and military science, these organizations have undergone vast changes. The Pentagon itself has not. Since 1943, the building has never undergone a major renovation and, as a result, it is unable to meet the daily demands placed on it by its current tenants.

All of the building’s major utility systems need to be replaced, a process which is complicated by the presence of asbestos and other hazardous materials, and the need to work around fully occupied space, 25,000 people who cannot afford interruption in their daily operations. In addition to renovation activities, an impetus has been placed on the need for security improvements as a direct result of the ever-growing threat of terrorism.

¹⁹ BPS Executive Summary, p. 1 (2003)

The Renovation Program has been tasked with ancillary projects outside of its original scope of work, such as the Remote Delivery Facility and the Metro Entrance Facility. This requires us to distinguish between renovation projects that fall within the \$1.222 billion budget limitation set by Congress, and “non-Renovation” projects which fall outside the defined scope of the Congressional limitation.

The PENREN Report was presented to Congress before September 11, 2001, whilst another report, dated March 1, 2001, was presented to Congress just five months before the attacks. There is an Addendum that relates to those attacks and the government’s brief description of destruction the Pentagon suffered. The following is a recapitulation of this report.

The Boeing 757 (Flight AA77) struck Wedge 1 on the Heliport side of the Pentagon very low to the ground and entered Wedge 1 just to the north of Corridor 4 on the first and second floors. The plane traveled through the Pentagon at a roughly 45-degree angle to the face of the building. It went through Wedge 1 and into the un-renovated Wedge 2 before exiting the C-ring, the third ring of offices, and into a roadway (AIE Drive) that circles the perimeter of the Pentagon between the Band C-rings.

According to federal investigators, the fully fueled plane was traveling at 350 mph when it struck the Pentagon. Several concrete support columns on the first floor were completely sheared away as the plane penetrated the E-ring. Three measures taken during the renovation of Wedge 1 to reinforce the inner and outer walls served to dramatically slow the plane as it entered the building, reduce the extent to which it penetrated the rings, and prevent the immediate collapse of the structure directly above the area of impact.

1. Blast-resistant windows were installed along the E-ring and were composed of solid steel frames and extra thick and specially treated glass panes. Each window unit weighs approximately one ton.
2. Structural steel beams strengthened the walls both vertically and horizontally through all five floors. The steel beams were bolted through the floors and ceilings to form a web-like configuration.
3. The interior of the outer walls were lined with a geotechnical material that was stretched between the steel beams to prevent bricks and mortar from becoming shrapnel in the event of an external explosion.

The final section #3 above describes how the hit did not result in “bricks and mortar from becoming shrapnel” due to some “geotechnical material;” such material was foreseen to be added “in the event of an external explosion.”



THE PENTAGON

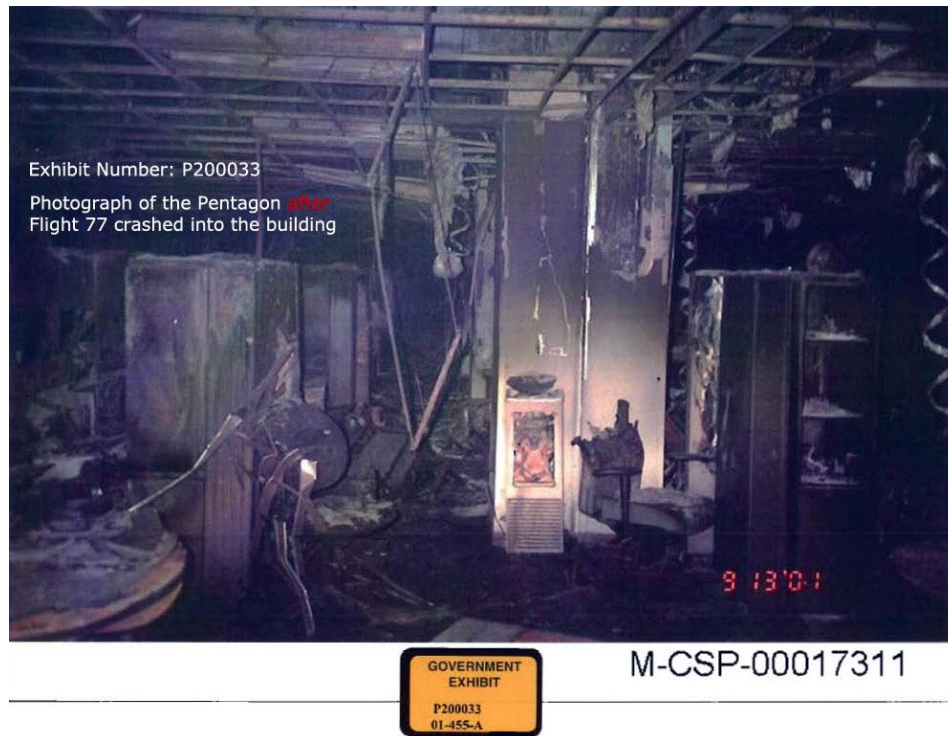
FIRST FLOOR - WEST



Drawing depicting the aircraft entrance

The Pentagon renovation implemented “geotechnical material in the event of an external explosion” according to the official theory; this allows for another peculiarity to be noticed: The Pentagon structure was enveloped in hazard material such as asbestos just as the WTC was.

Within the Executive Summary of the Report is described the renovation which was due for completion on February 2001: “The area undergoing renovation is demolished, brought down to just the concrete slabs and columns that support the building. The area is also abated of all hazardous materials. This task is accomplished with extreme caution to keep the building tenants from being exposed to any potentially dangerous substances such as asbestos, lead, Polychlorinated Biphenyls (PCBs), or mercury.”



There were at least four outside CCTVs capable of recording the attack on the Pentagon. One was on the roof of the Sheraton Hotel; a second was at a gas station across the road from the Pentagon itself; the third belonged to the Virginia Department of Transportation and was stationed on route 27, which the aircraft flew over; and finally, the fourth was the Pentagon's security camera stationed at the opposite one end of the façade from where the plane struck. As to CCTV within the compound of the Pentagon, there were many available which covered a wide span; officials stated no CCTV was working around the perimeter on September 11, 2001.

The footage from the cameras was confiscated by the FBI. One particular footage, made available to the public domain, was that recorded by the Pentagon's security camera stationed at the opposite one end of the façade. According to *The Washington Times* however, both the Department of Justice and the FBI denied responsibility for releasing the footage: "The Pentagon has not released any video or any photos from security cameras from the terrorist attack of Sept. 11," Pentagon spokeswoman Cheryl Irwin stated. A spokeswoman at the Department of Justice, which reviews taped and photographed evidence obtained by federal security cameras, said she could not comment on whether the photos are legitimate, adding that the photos "were not disseminated by the FBI or the Department of Justice." This denial of releasing the video or photos from security cameras could have been a precaution due to the irregularities the material portrayed.

In the Pentagon Building Performance Report published in January 2003 they give copyright of the released footage to the *Associated Press*. How the *Associated Press* got their hands on this footage is unknown.

In the above-mentioned report, the American Society of Civil Engineers “established a building performance study team to examine the damaged structure and make recommendations for the future.” Within this report are various images depicting the Pentagon prior, on, and after the attack the Pentagon suffered in September 2001. One image shows the attack which Pentagon spokeswoman Cheryl Irwin stated: “The Pentagon has not released any video or any photos from security cameras from the terrorist attack of Sept. 11.” It is peculiar an established body as the American Society of Civil Engineers would use in their report images released by the *Associated Press*, as opposed to images released by the Pentagon.



*Pentagon Building Performance Report on
January 2003 by The American Society of Civil Engineers.
Page 3*

Copyright given to the Associated Press



*Unofficial release of the Pentagon attack on
September 12, 2001, at 17:27:21 p.m.*

Notice the discrepancy of date and time

Both images are identical; the only difference is that the American Society of Civil Engineers cropped the unofficial image removing the discrepancy date and time and adding the copyright of the *Associated Press*. Even if this unofficial image came from the *Associated Press*, it does not depict any Boeing 757-223 heading for the Pentagon. Therefore, it was unnecessary for the American Society of Civil Engineers to add the image in their report: This action deviates from the obvious, and certainly contradicts Pentagon spokeswoman Cheryl Irwin at the time. On page 13 and 14 of the report is added the entire sequence of the unofficial footage.

3.3 SECURITY CAMERA PHOTOGRAPHS

A Pentagon security camera located near the northwest corner of the building recorded the aircraft as it approached the building. Five photographs (figures 3.3 through 3.7), taken approximately one second apart, show the approaching aircraft and the ensuing fireball associated with the initial impact. The first photograph (figure 3.3) captured an image of the aircraft when it was approximately 320 ft (approximately 0.42 second) from impact with the west wall of the Pentagon. Two photographs (figures 3.3 and 3.7), when compared, seem to show that the top of the fuselage of the aircraft was no more than approximately 20 ft above the ground when the first photograph of this series was taken.



Figure 3.3 Aircraft approaching the Pentagon



Figure 3.4 Fireball within one second of impact (note security building in silhouette)

14



Figure 3.5 Fireball within two seconds of impact



Figure 3.6 Fireball within three seconds of impact



Figure 3.7 Fireball within four seconds of impact; the shadow of the smoke cloud visible on the ground provides a reference for determining the height of the aircraft.

15

In Figure 3.3 the report shows an arrow of the “approaching aircraft;” below is this same image the report gives with copyright to the *Associated Press*, and also for comparison, the unofficial image.



Unofficial image: No approaching aircraft distinguishable



Figure 3.3 Aircraft approaching the Pentagon

Pentagon Building Performance Report on January 2003 by The American Society of Civil Engineers. Page 13 copyrighted to the Associated Press No “approaching aircraft” distinguishable

The following Press Release was published on April 7, 2011, as regards to a conflict of interest in April Gallop’s case against Bush. The article is written by Camron Wiltshire and sets the scene for the continuing battle for 9/11 Truth by former Army Specialist April Gallop, who was in the wing of the Pentagon that was hit on 9/11.



*Clock inside the Pentagon after the attack
September 11, 2001*

On the morning of September 11, 2001, she [April Gallop] was ordered by her supervisor to go directly to work at the Pentagon, before dropping off her ten-week-old son Elisha at day care. Amazingly, the infant was given immediate security clearance upon arrival. **The instant Gallop turned on her computer an enormous explosion blew her out of her chair, knocking her momentarily unconscious.** ²⁰ Escaping through the hole reportedly made by Flight AA77, she saw no signs of an aircraft: No seats, luggage, metal, or human remains. Her watch (and other clocks nearby) had stopped at 09:30-09:31 a.m. seven minutes before the Pentagon was allegedly struck at 09:38 a.m. (Image above) The 9/11 Commission reported that “by no later than 09:18 a.m. FAA centers in Indianapolis, Cleveland, and Washington were aware that Flight AA77 was missing and that two aircraft had struck the World Trade Centre.” Why then were there no anti-aircraft defenses, Gallop asks, or alarm warnings inside the Pentagon?

Gallop was briefed by officials not to tell her story in public; she also received an email from a *Fox News* reporter who had been told by the Pentagon not to interview her. Gallop now believes that officials within the Bush Administration conspired to destroy the Twin Towers of the World Trade Centre and WTC 7: The third building brought down at 17:20 p.m. that day, with pre-placed explosives detonated after the planes hit.

On April 5, 2011, at 11 a.m. at the Federal Courthouse at 141 Church Street in New Haven, Connecticut, the case of Gallop v. Cheney, Rumsfeld, and Myers will be heard by the United States Court of Appeals for the 2nd Circuit. April’s attorney William Veale gave a radio interview with Kevin Barrett after the hearing on his No Lies Radio Show. Summary: William Veale can be heard about 23 minutes into the interview. He discusses his suspicion that **Judge John M. Walker, one of the three on the panel is potentially related to George Walker Bush.** During the hearing, Veale did not have access to Wikipedia to check, but thought “You take a look at him, and he’s a Bush.”

²⁰ A trigger could have been placed at this point: The power button of the PC was linked to trigger the explosion.

Veale filed a motion to disqualify Walker, but the Court denied it. He moved for a Continuance (postponement) to review that denial, but it was denied. He then made his prepared arguments for the appeal. "There it is, we did the best we could." He says the Court asked him a lot of "impertinent and demeaning questions" such as whether he is authorized to practice law in the area. Apparently no actual decision came from the proceeding as of now. Veale says a federal judge can decide whatever he wants, whenever he wants, even years from now. He sadly predicts they will affirm the judgment of the lower court and deny the appeal. Veale discussed other avenues for appeal he can take. Veale states, around the 43 minute point, "I know that there was a conspiracy; inside job, that's a fact."

END OF PRESS RELEASE

April Gallop's case was dismissed; there was a conflict of interest, as the following report from *Reuters* confirms.

REUTERS

William Veale

Extraordinary Conflict of Interest:

Bush Cousin Presides Over Federal Court Case

Against Former Bush Administration Officials

Confounding lawyers and legal scholars all over the world, Judge John Walker, first cousin of former President George W. Bush, was one of three judges of the 2nd Circuit Court of Appeals to hear argument Tuesday in *Gallop v. Cheney, Rumsfeld and Myers*. The lawsuit was brought by a soldier injured during the attack on the Pentagon and accuses former Vice President Dick Cheney, former Secretary of Defense Donald Rumsfeld, and former Chairman of the Joint Chiefs of Staff, Richard Myers, of conspiring to facilitate the terrorist attacks of 9/11. The attacks killed 3,000 Americans, plus many who have died from the toxic clean-up conditions at Ground Zero.

Attorney William Veale, acting for April Gallop, learned of the assignment the usual 5 days before the argument, and filed a motion to disqualify Judge Walker. There was no prior decision regarding the motion, and when Veale asked about it in court the motion was denied by Judge Winter. Veale then requested a continuance to seek appellate review of the court's ruling but that was denied as well. Argument followed but Walker, and fellow judges Cabranes and Winter diverted attention to whether Veale, former Chief Assistant Public Defender, and lecturer in Criminal Trial Practice at the University of California, Boalt Hall, was properly licensed to practice before the court.

The Tuesday appeal followed a ruling by then District Court Judge Denny Chin, dismissing Ms. Gallop's lawsuit with prejudice, writing that the allegations are "implausible" and the product of "cynical delusion and fantasy." The judges were apparently unaware of growing world doubts about the official story of 9/11, including a recent poll by Germany's prestigious Emnid Institute, reporting 89.5% of Germans in doubt.

Gallop's appeal brief stated that Judge Chin's summary misrepresented important allegations in the case, and failed to consider virtually half of the factual assertions contained in the Complaint. Chin also failed to mention the words, actions, and locations of the three defendants at the time of the crime. Veale, amidst frequent interruptions from the three judges, managed to point out Cheney's direct involvement in tracking and dealing with the airplane that was heading for the Pentagon, as reported to the 9/11 Commission by then Secretary of Transportation Norman Mineta, a winner of the Presidential Medal of Freedom.

Judge Cabranes gave no sign of being familiar with the allegations in the Complaint concerning conflicts about the flight path of AA 77 (which allegedly hit the Pentagon) between the National Transportation Safety Board and the 9/11 Commission. Nor did he show any sign of being aware of the scrubbing of the radar tracks in the area at the time of the attacks, nor of the counter-intuitive strategy of the suicidal hijacker who chose not to kill 20,000 occupants of the Pentagon, including Secretary Rumsfeld, by flying into the roof of the Pentagon.

Instead this novice pilot allegedly executed a spiraling descent, beyond the capacity of the plane and certainly the capability of the pilot, to accomplish an incredible horizontal ground level entry into a sparsely occupied and recently reinforced section of the building, causing 125 deaths. Veale asked what offense to justice could come from allowing the case to go forward, when the possibility of sanctions awaits purveyors of frivolous accusations. Gallop's lawyer's final lament acknowledged the existence of evil in the world, its attraction to power and its disregard for citizenship, but Walker interrupted that sentence before it could be completed as well.

ASSOCIATED PRESS

Agency planned exercise on Sept. 11 built around a plane crashing into a building

John J. Lumpkin

Wed August 21, 2002. 7:45 PM ET

WASHINGTON -- In what the government describes as a bizarre coincidence, one U.S. intelligence agency was planning an exercise last Sept. 11 in which an errant aircraft would crash into one of its buildings. But the cause wasn't terrorism; it was to be a simulated accident. Officials at the Chantilly, Virginia-based National Reconnaissance Office had scheduled an exercise that morning in which a small corporate jet would crash into one of the four towers at the agency's headquarters building after experiencing a mechanical failure. The agency is about 4 miles (6 kilometers) from the runways of Washington Dulles International Airport.

Agency chiefs came up with the scenario to test employees' ability to respond to a disaster, said spokesman Art Haubold. No actual plane was to be involved, to simulate the damage from the crash, some stairwells and exits were to be closed off, forcing employees to find other ways to evacuate the building. "It was just an incredible coincidence that this happened to involve an aircraft crashing into our facility," Haubold said. "As soon as the real world (news - Y! TV) events began, we cancelled the exercise." Terrorism was to play no role in the exercise, which had been planned for several months, he said. Adding to the coincidence, American Airlines Flight 77, the Boeing 767 that was hijacked and crashed into the Pentagon, took off from Dulles

at 08:10 a.m. on Sept. 11, 50 minutes before the exercise was to begin. It struck the Pentagon around 09:40 a.m. killing 64 aboard the plane and 125 on the ground.

The National Reconnaissance Office operates many of the nation's spy satellites. It draws its personnel from the military and the CIA. After the Sept. 11 attacks, most of the 3,000 people who work at agency headquarters were sent home, save for some essential personnel, Haubold said. An announcement for an upcoming homeland security conference in Chicago first noted the exercise. In a promotion for speaker John Fulton, a CIA officer assigned as chief of NRO's strategic gaming division, the announcement says, "On the morning of September 11, 2001, Mr. Fulton and his team were running a pre-planned simulation to explore the emergency response issues that would be created if a plane were to strike a building. Little did they know that the scenario would come true in a dramatic way that day."

NEW YORK TIMES

F.A.A. Official Scrapped Tape of 9/11 Controllers' Statements

Matthew L. Wald

Thursday, May 6, 2004 9:15:22 p.m.

WASHINGTON, May 6 -- At least six air traffic controllers who dealt with two of the hijacked airliners on Sept. 11, 2001, made a tape recording that day describing the events, **but the tape was destroyed by a supervisor without anyone making a transcript or even listening to it**, the Transportation Department said today. The taping began before noon on Sept. 11 at the New York Air Route Traffic Control Centre, in Ronkonkoma, on Long Island, but it was later destroyed by an FAA quality-assurance manager, who crushed the cassette in his hand, cut the tape into little pieces and dropped them in different trash cans around the building, according to a report made public today by the inspector general of the Transportation Department.

The inspector general had been asked by Senator John McCain, chairman of the Senate Commerce Committee, to look into how well the Federal Aviation Administration had cooperated with the 9/11 Commission. The quality-assurance manager told investigators that he had destroyed the tape because he thought making it was contrary to FAA policy, which calls for written statements, and because he felt that the controllers "were not in the correct frame of mind to have properly consented to the taping" because of the stress of the day.

Another official, the centre's manager, asked the controllers to make the tape because "he wanted a contemporaneous recordation of controller accounts to be immediately available for law enforcement," according to the report, and was concerned that the controllers would take a leave of absence immediately, which is standard procedure after a crash. On the tape, the controllers, some of whom had spoken by radio to people on the planes and some who had tracked the aircraft on radar gave statements of 5 to 10 minutes each, according to the report. The centre manager had agreed with the president of the local union chapter that the tapes would be destroyed once the standard written statements were obtained, the report said. Neither the centre manager nor the quality-assurance manager disclosed the tape's existence to their superiors at the FAA region that covers New York, or to the agency's Washington

headquarters, according to the report. None of the officials or controllers were identified in the report.

Other tapes were preserved; including conversations on the radio frequencies used by the planes that day, and the radar tapes. In addition, the controllers later made written statements to the FAA per standard procedure, and in this case, to the FBI as well. But when one of the controllers asked if she could review her portion of the audiotape to refresh her memory before giving her witness statement, she was told she could not, according to the report. The quality-assurance manager destroyed the tape despite an e-mail message sent by the FAA instructing officials to safeguard all records and adding, “If a question arises whether or not you should retain data, RETAIN IT.” The inspector general ascribed the destruction to “poor judgment.”

“The destruction of evidence in the government’s possession, in this case an audiotape particularly during times of a national crisis, has the effect of fostering an appearance that information is being withheld from the public,” the inspector general’s report said. “We do not ascribe motivations to the managers in this case of attempting to cover up, and we have no indication that there was anything on the tape that would lead anyone to conclude that they had something to hide or that the controllers did not carry out their duties.” But keeping the tape’s existence a secret and then destroying it did not “serve the interests of the FAA, the department, or the public,” the report said.

The report also noted that the official who destroyed the tape had no regrets or second thoughts: “The quality-assurance manager told us that if presented with similar circumstances, he would again take the same course of action.” The inspector general wrote that this attitude was “especially troubling” and that supervisors should take “appropriate administrative action.” Although the matter had been referred to the Justice Department, the report added, prosecutors said they had found no basis for criminal charges. An FAA spokesman, Greg Martin, said that his agency had cooperated with the 9/11 commission and that that was how the tape’s existence had become known at the agency’s headquarters. “We believe it would not have added in any way to the information contained in all of the other materials that have already been provided to the investigators and the members of the 9/11 commission,” he said. Nonetheless, Mr. Martin said that “we have taken appropriate disciplinary action against the employees involved.” For privacy reasons, he said, he could not say what those actions were or identify the employees.

According to the February 11, 2010, “Aeronautical Information Manual Official Guide to Basic Flight Information and ATC Procedures,” under article 4-1-4. Recording and Monitoring, it specifically states that any recordings are “for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.” The destruction of the tapes in the above given article, would have helped “future accident prevention” if not investigators.

*Fair Use: For more information see footnote. ²¹

²¹ [<http://www.law.cornell.edu/uscode/17/107.shtml>]



U.S. Department of
Transportation
Office of the Secretary
of Transportation

The Inspector General

Office of Inspector General
Washington, D.C. 20590

FAA

May 5, 2004

The Honorable Thomas H. Kean
Chairman
National Commission on Terrorist Attacks
Upon the United States
301 Seventh Street, SW
Room 5125
Washington, DC 20407

Dear Governor Kean:

Enclosed is a copy of our report to Senator John McCain, Chairman, Committee on Commerce, Science and Transportation, which we transmitted on May 4, 2004.

As requested by Senator McCain, we investigated (a) FAA's reported lack of responsiveness in providing the Commission with requested documents and materials, prompting the Commission to issue a subpoena for records on October 16, 2003; and (b) a specific allegation, initially identified by the Commission staff, that FAA had destroyed an audiotape that had been made at its New York Air Route Traffic Control Center (New York Center) of controller accounts of their actions and observations on September 11, 2001, shortly following the attacks. The Commission had learned of the tape, and its alleged destruction, during its interviews of New York Center personnel between September and October 2003.

Our investigative findings and recommendations concerning the alleged destruction of the audiotape are detailed in our report to Chairman McCain. In brief, we found that shortly before noon on September 11, the Center Manager directed the audiotaping of controllers' statements regarding their actions and observations that morning about the hijacked aircraft. We identified six controllers who gave tape-recorded statements, and determined that their statements were recorded on a single audiotape. We further found that the Center's then-Quality Assurance Manager--of his own volition and without consulting anyone--destroyed the tape, out of his personal concern that the tape never should have been made, because he considered it contrary to FAA policy and felt the controllers were not in the correct frame of mind to have properly consented to the taping. The Quality Assurance Manager told us that sometime